



FINAL



# ENVIRONMENTAL ASSESSMENT FOR THE HERCULES TANKER PLANE RECAPITALIZATION AT KIRTLAND AIR FORCE BASE, NEW MEXICO

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June 2011

Report Documentation Page		Form Approved OMB No. 0704-0188
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.		
1. REPORT DATE <b>JUN 2011</b>	2. REPORT TYPE	3. DATES COVERED <b>00-00-2011 to 00-00-2011</b>
4. TITLE AND SUBTITLE <b>Environmental Assessment for the Hercules Tanker Plane Recapitalization at Kirtland Air Force Base, New Mexico</b>		5a. CONTRACT NUMBER
		5b. GRANT NUMBER
		5c. PROGRAM ELEMENT NUMBER
6. AUTHOR(S)	5d. PROJECT NUMBER	
	5e. TASK NUMBER	
	5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) <b>Headquarters Air Combat Command, Langley AFB, VA, 23665</b>		8. PERFORMING ORGANIZATION REPORT NUMBER
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)		10. SPONSOR/MONITOR'S ACRONYM(S)
		11. SPONSOR/MONITOR'S REPORT NUMBER(S)
12. DISTRIBUTION/AVAILABILITY STATEMENT <b>Approved for public release; distribution unlimited</b>		
13. SUPPLEMENTARY NOTES		
14. ABSTRACT <p><b>This EA was prepared in accordance with the National Environmental Policy Act (NEPA). This EA was released twice for public review. It was made available for public comments from 3 October to 3 November 2010 and from 19 April 2011 to 19 May 2011 comments received during both the public comment periods were addressed in the EA and are presented in Appendix D. The EA team focused the analysis on the following environmental and human resources: land use, infrastructure, cultural resources, socioeconomics and environmental justice, biological resources, earth resources, air quality, greenhouse gases (GHGs) and climate change, hazardous wastes sites, hazardous materials and waste management, safety and occupational health, noise, and airspace. The Proposed Action would result in a small increase (4.7 percent) in the number of aircraft operations at Kirtland AFB relative to existing operations; however, the increase would not equal the number of operations or number of personnel that have historically occurred at the installation. Therefore, significant effects on the installation's airspace management, safety, water supply, air quality, and transportation systems are not expected. The Albuquerque Sunport Day/Night Average Sound Levels (DNL) noise contours would not increase. The U.S. Air Force 58th Special Operations Wing (SOW) campus area, where the construction activities would occur, is located in previously disturbed areas with no natural habitats; therefore, the impacts on physical and biological resources would be less than significant. Short-term regional socioeconomic stimulation is anticipated from renovation and construction activities. Long-term personnel and population increases are anticipated from the proposed recapitalization, with concomitant increases in regional income, sales volumes, and taxes. There would be no disproportionate effects upon minorities or low-income populations or children.</b></p>		
15. SUBJECT TERMS		

16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT <b>Same as Report (SAR)</b>	18. NUMBER OF PAGES <b>370</b>	19a. NAME OF RESPONSIBLE PERSON
a. REPORT <b>unclassified</b>	b. ABSTRACT <b>unclassified</b>	c. THIS PAGE <b>unclassified</b>			





**FINAL ENVIRONMENTAL ASSESSMENT  
FINDING OF NO SIGNIFICANT IMPACT  
ENVIRONMENTAL ASSESSMENT FOR THE HERCULES TANKER PLANE  
RECAPITALIZATION AT KIRTLAND AIR FORCE BASE, NEW MEXICO  
MAY 2011**

The U.S. Air Force (Air Force) incorporates the attached "Environmental Assessment (EA) for the Hercules Tanker Plane Recapitalization at Kirtland Air Force Base New Mexico" to this Finding of No Significant Impact. The EA addresses the potential impacts of replacing the aging tanker plane fleet and possibly increasing the number of training aircraft, as well as the addition of new training aircraft and associated facilities and resources at Kirtland Air Force Base (AFB), New Mexico. The Draft EA was originally released for a 30-day public comment period from 3 October 2010 to 3 November 2010. Numerous comments were received which necessitated a revised Draft EA. Of particular importance was a recently completed Integrated Noise Model (INM) conducted for the Albuquerque Sunport Airport, which shares runways with the Kirtland AFB. Although the Proposed Action did not change, the INM data were incorporated into the Revised Draft EA to provide a more accurate analysis of aircraft noise. The Revised Draft EA was released to the public for a second 30-day comment period from 19 April 2011 to 19 May 2011. This final EA incorporates additional reviews/responses, as appropriate, relative to comments received during this second review period.

**PURPOSE AND NEED FOR THE PROPOSED ACTION**

The purpose of the Proposed Action is to achieve the Special Operations Forces (SOF) and Combat Search and Rescue (CSAR) tanker aircraft mission readiness requirements and comply with the Air Force's aircraft safety standards. The need for the Proposed Action is to increase the SOF and CSAR tanker aircraft, force structure, and flight simulators and convert the Air Force's aging fleet to newer versions with mission unique modifications and updated capability. The Air Combat Command (ACC) purchase is a \$6.4 billion acquisition category (ACAT) 1D program. The Capability Production Document was approved by the Joint Requirement Oversight Council (JROC) in August 2009. The planned Initial Operating Capacity (IOC) is Fiscal Year (FY) 2012.

The original plan was to purchase 12 primary training aircraft inventory (PTAI) and one back-up aircraft inventory (BAI) HC/MC-130J through the existing C-130J-model contract, which was signed in November 2009. These aircraft would replace eight HC/MC-130NP/N tankers which are assigned to the 550<sup>th</sup> Special Operations Squadron (SOS) as part of their PTAI. The planned IOC is FY 2012 and both platforms expect to begin training at Kirtland AFB in FY 2012.

The Air Force ACC and Air Education and Training Command (AETC) have determined that recent events in the world have validated a requirement to update (recapitalize) and increase the SOF and CSAR training force. The U.S. Air Force 58<sup>th</sup> Special Operations Wing (SOW) is proposing to recapitalize the existing SOF tanker aircraft and flight simulators and increase the number of the training fleet. The existing HC/MC-130P/N fixed-wing tanker planes and flight simulators are approaching their service life limits and need to be replaced. The training aircraft are beginning to cost significantly more money in terms of maintenance and the manpower required to keep them flying. By 2009, the HC/MC-130P/N SOF tanker plane fleet was 40 years old on average. The oldest aircraft were 46 years old and have surpassed the 10,000-flying-hour service limits. The eight aging aircraft can no longer meet mission requirements. A new fleet with more training aircraft would ensure that ACC and the Air Force Special Operations

Command (AFSOC) are capable of accomplishing their mission without interruption in the future.

## DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

Two alternatives, including the No Action Alternative, were analyzed in detail in the EA. The Proposed Action is to convert and increase the size of the existing and aging ACC HC-130N Personnel Recovery (PR) tanker and the Air Force Special Operations Command (AFSOC) MC-130P SOF tanker aircraft and simulators to the new Hercules HC/MC-130J tanker aircraft with newer simulators at Kirtland Air Force Base (AFB) in Bernalillo County, New Mexico. The SOF and CSAR force structure may grow to accommodate the additional training requirements in support of the larger HC/MC-130J fleet, while maintaining legacy fleet training.

The eight aging Hercules tanker planes, the HC/MC-130P/N, would be replaced by 12 new Hercules HC/MC-130J tanker planes and the two old flight simulators would be replaced by three new simulators. The size of the SOF training force would increase by four tanker planes and one flight simulator. The SOF personnel would increase by 26 officers, 136 enlisted staff, and nine civilians; the average daily student population would increase by 37 (Dobbins 2010). The Proposed Action would increase Kirtland AFB aircraft operations by 5.0 percent and student and staff population by 0.8 percent. Many of the 58<sup>th</sup> SOW existing facilities would be used, but there would be some building renovations and additional construction required due to the increase in training planes and flight simulators.

Under the No Action Alternative, the existing HC-130P/N and MC-130P would be retained and not recapitalized and, thus, no new construction would occur. The SOF would continue to train with the existing HC-130P/N and MC-130P fleet and simulators.

Other reasonable alternatives were considered and subsequently eliminated from further analysis, including a larger fleet of new HC/MC-130J aircraft, a fleet of new Personnel Recovery helicopters (CSAR X), a new landing zone, and new drop zones. Table 1 summarizes the existing conditions, proposed increases, and percent increase over existing conditions.

**Table 1: Increase of Kirtland AFB Traffic and Student and Staff Population Resulting from Implementation of the Proposed Action**

Item	Existing Condition	Proposed Action Increase	Percent Increase
Daily Staff/Personnel Population (1)	22,000	171	0.8
Student Population (2)	325	37	11.0
Number of SOF Sorties per Year (3)	11,465	578	5.0

1 & 2: Personal Communication with Philip Dobbins (Dobbins 2010).

3: ABQ 2011.

## SUMMARY OF ANTICIPATED ENVIRONMENTAL CONSEQUENCES

Based on the analysis contained in the EA, the Air Force has determined that the Proposed Action has the potential to result in less than significant adverse environmental impacts. The following summarizes the results of the EA.

**Land Use Resources.** The Proposed Action would not require changes to be made to land use designations.

**Infrastructure.** Small increases in the usage of infrastructure systems would occur as a result of implementation of the Proposed Action; therefore, less than significant impacts on electrical systems, natural gas systems, liquid fuel supply, central heating and cooling systems, water supply systems, sanitary sewer and wastewater systems, storm water systems, and communications systems would occur.

**Cultural Resources.** There are no known cultural resources within the boundary of planned construction activities. If an inadvertent discovery of human or cultural remains is found, all construction would stop and procedures outlined in Section 5.4 of the Integrated Cultural Resources Management Plan (ICRMP) would be followed (Kirtland AFB 2008a). This would ensure that no adverse impacts would occur to that cultural resource. As a result, impacts on cultural resources would be less than significant.

**Socioeconomics and Environmental Justice.** Construction activities would cause slight, short-term benefits due to the associated material purchases, short-term employment, increased personal income, etc. No adverse impacts on the health and safety of the local population, regardless of race, are expected. Impacts on socioeconomics would be less than significant and no disproportionate impacts on minorities, people in poverty or children have been identified.

**Biological Resources.** The new construction area would impact 3.4 acres of previously disturbed land in the cantonment area. There are no wetlands or aquatic communities within the project corridor. Gunnison's prairie dog (*Cynomys gunnisoni*) and western burrowing owl (*Athene cunicularia*) have been observed throughout Kirtland AFB; however, the construction site would be surveyed by a certified biologist before breaking ground, and construction would be scheduled for autumn and late winter after the mating and nesting season is over for most protected species.

**Earth Resources.** The new additions and buildings would increase the impervious surfaces in the area by less than 1 percent. The contractor in charge of construction activities and site development would comply with Section 438 of the Energy Insurance and Security Act (EISA) and Kirtland AFB's Construction General Permit (CGP) and submit a Stormwater Pollution Prevention Plan (SWPPP) to Kirtland AFB Water Quality section. Adherence to the SWPPP would ensure that construction activities would not significantly impact water quality in the region. The Kirtland AFB Integrated Natural Resource Management Plan (INRMP 2007) showed that jurisdictional wetlands and floodplains are not located at or near the construction sites; therefore, impacts on Earth Resources would be less than significant.

**Air Quality.** Kirtland AFB air emissions would increase due to construction activities, the increase in sorties (flight activities), and the new staff and trainee commuter traffic; however, calculated emissions are below *de minimis* thresholds, and impacts on air quality would be less than significant.

**Greenhouse Gases (GHG) and Climate Change.** Kirtland AFB GHG emissions would increase due to the increase in sorties and new staff and trainee commuter traffic; however, impacts on climate change or the accumulation of GHGs would be less than significant.

**Hazardous Materials and Waste Management.** Construction activities could result in a spill of petroleum, oil, and lubricants (POL); however, a Spill Prevention, Control, and Countermeasures Plan (SPCCP) would be in place prior to the start of construction. Air traffic at Kirtland AFB would increase by 5 percent, and the fuel storage needs and wastes streams



are expected to rise by 5 percent. Kirtland AFB has a Hazardous Waste Management Plan which provides guidelines for managing hazardous wastes, and an increase of 5 percent in the transport, use, or disposal of hazardous materials resulting from implementation of the Proposed Action would not result in significant hazards to the public or environment.

**Safety and Occupational Health.** The Proposed Action would increase the number of sorties per year by 5 percent, and, therefore, the potential for bird strikes could also increase. The aircraft equipment would be new and the potential for equipment failure would decrease. Additionally, the new flight simulators would improve the preparation of students in the classroom before they begin flight training exercises. Better classroom training and preparation would reduce the number of accidents during in-flight training. While these improvements resulting from implementation of the Proposed Action would not eliminate risks associated with flight training, the number of accidents per number of flight hours could decrease and impacts on safety and occupational health would be less than significant.

**Noise.** Noise emissions from the new tanker plane training sorties would not change the noise contours at Kirtland AFB or Albuquerque International Airport. The noise signature at the airport is dominated by commercial jet aircraft which are significantly louder than the new tanker planes; further, the new MC-130Js are quieter than the old C-130Hs. The impacts on the noise environment would be less than significant.

**Airspace.** The Proposed Action would not result in changes to the controlled airspace around Kirtland AFB. The availability of the restricted airspace and Air Traffic Control Assigned Airspace has permitted Air Force training flexibility, and has enabled Air Force training consistent with airspace requirements for ongoing development activities at Kirtland AFB. The impacts on Kirtland AFB usage would be less than significant.

**Installation Restoration Program.** New construction could disturb soils near solid waste management units which could initiate contaminant materials to migrate and cause harm to the environment and human health. New construction plans delineate the location of the SWMU sites to ensure that they are not disturbed during construction activities; impacts would be less than significant.

The Air Force will implement Best Management Practices, such as SWPPP, SPCCP, and biological surveys to further reduce impacts and will consult with regulatory agencies, as necessary, to ensure compliance with all Federal, state, regional, and local regulations and guidelines.

## CONCLUSION

The U.S. Air Force previously released a Draft EA and a Revised Draft EA and Finding of No Significant Impact (FONSI) to the public for a 30-day review and comment period, from 3 October to 3 November 2010 and 19 April to 19 May 2011. Notification of the availability of the documents and the review periods were published in the *Albuquerque Journal*. Comments received during the review periods have been fully addressed in the Final EA.

Based on analysis of the EA and Proposed Action conducted in accordance with the requirements of the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations, and Air Force Instruction 32-7061, which is hereby incorporated by reference, and after careful review of the potential impacts, I conclude that the impacts of the Proposed Action on the quality of the human or natural environment would be less than significant. Therefore, issuance of a FONSI is warranted, and an Environmental Impact Statement is not required. This analysis fulfills the requirements of NEPA and the implementing regulations promulgated by the CEQ.



Robert L. Maness, Colonel, USAF  
Commander

2 JUNE 2011

Date



**FINAL**

**ENVIRONMENTAL ASSESSMENT  
FOR THE HERCULES TANKER PLANE RECAPITALIZATION  
AT KIRTLAND AIR FORCE BASE, NEW MEXICO**



**June 2011**





**Cover Sheet**  
**ENVIRONMENTAL ASSESSMENT FOR THE**  
**HERCULES TANKER PLANE RECAPITALIZATION AT**  
**KIRTLAND AIR FORCE BASE, NEW MEXICO**

**a. *Responsible Agency:*** United States (U.S.) Air Force (Air Force) Air Combat Command (ACC) and Air Education and Training Command (AETC).

**b. *Proposals and Actions:*** Air Force ACC and AETC have determined that recent events in the world have validated a requirement to update (recapitalize) and increase the Special Operations Forces (SOF) and Combat Search and Rescue (CSAR) training force. The SOF must proactively accommodate current demands for their mission growth while enabling normalization and long-term sustainment. The Proposed Action is to convert and increase the number of existing and aging ACC HC-130N Personnel Recovery (PR) tanker aircraft and the Air Force Special Operations Command (AFSOC) MC-130P SOF tanker aircraft and simulators to the new Hercules HC/MC-130J tanker aircraft with newer simulators at Kirtland Air Force Base (AFB) in Bernalillo County, New Mexico. The SOF and CSAR force structure would also grow to accommodate the additional training requirements in support of the larger HC/MC-130J fleet, while maintaining legacy fleet training. The current eight HC/MC-130N/P primary training aircraft inventory (PTAI) assigned to the 550<sup>th</sup> Special Operations Squadron (SOS) would be replaced by up to 12 PTAI and one back-up aircraft inventory (BAI). The total number of tanker aircraft would increase by four PTAI and one BAI aircraft. In addition, the two aging MC-130 flight simulators would be replaced by three new simulators. The SOF personnel would increase by 26 officers, 136 enlisted staff, and nine civilians. The average daily student population would increase by 37. Kirtland AFB annual sorties would increase by 578. No supersonic flights would be associated with the new aircraft.

**c. *For Additional Information:*** The public may obtain information on the status and progress of the Proposed Action and the EA by contacting the Kirtland Air Force Base, National Environmental Policy Act Program Manager at [NEPA@kirtland.af.mil](mailto:NEPA@kirtland.af.mil).

**d. *Designation:*** Environmental Assessment (EA)

**e. *Abstract:*** This EA was prepared in accordance with the National Environmental Policy Act (NEPA). This EA was released twice for public review. It was made available for public comments from 3 October to 3 November 2010 and from 19 April 2011 to 19 May 2011; comments received during both the public comment periods were addressed in the EA and are presented in Appendix D. The EA team focused the analysis on the following environmental and human resources: land use, infrastructure, cultural resources, socioeconomics and environmental justice, biological resources, earth resources, air quality, greenhouse gases (GHGs) and climate change, hazardous wastes sites, hazardous materials and waste management, safety and occupational health, noise, and airspace. The Proposed Action would result in a small increase (4.7 percent) in the number of aircraft operations at Kirtland AFB relative to existing operations; however, the increase would not equal the number of operations or number of personnel that have historically occurred at the installation. Therefore, significant effects on the installation's airspace management, safety, water supply, air quality, and transportation systems are not expected. The Albuquerque Sunport Day/Night Average Sound Levels (DNL) noise contours would not increase. The U.S. Air Force 58<sup>th</sup> Special Operations Wing (SOW) campus area, where the construction activities would occur, is located in previously disturbed areas with no natural habitats; therefore, the impacts on physical and biological resources would be less than significant. Short-term regional socioeconomic

stimulation is anticipated from renovation and construction activities. Long-term personnel and population increases are anticipated from the proposed recapitalization, with concomitant increases in regional income, sales volumes, and taxes. There would be no disproportionate effects upon minorities or low-income populations or children.

**EXECUTIVE SUMMARY**  
**ENVIRONMENTAL ASSESSMENT FOR THE**  
**HERCULES TANKER PLANE RECAPITALIZATION AT**  
**KIRTLAND AIR FORCE BASE, NEW MEXICO**

**Introduction:** In accordance with the National Environmental Policy Act of 1969 (NEPA), United States Air Force (Air Force) Air Combat Command (ACC), and U.S. Army Corps of Engineers (USACE) Sacramento District, have prepared this Environmental Assessment (EA) for the Special Operations Forces (SOF) and Combat Search and Rescue (CSAR) Hercules Tanker Plane Recapitalization at Kirtland Air Force Base (AFB), New Mexico. This EA discusses the potential environmental effects of the proposed construction and renovation of the SOF and CSAR training facilities and the operation and maintenance of the SOF and CSAR tanker fleet. This EA was prepared in accordance with the National Environmental Policy Act (NEPA). This EA was made available for two public review periods from 3 October to 3 November 2010 and from 19 April 2011 to 19 May 2011; comments received during the two public comment periods were addressed in the EA and are presented in Appendix D.

**Background/Setting:** The Air Force ACC and Air Education and Training Command (AETC) have determined that recent events in the world have validated a requirement to update (recapitalize) and increase the SOF and CSAR training force. The SOF recovery assets are among the first to arrive in theater to support combat operations. Public interest is high concerning the safety of U.S. military forces and our ability to support them. The Air Force was designated by the Department of Defense (DoD) as the lead service for rescue missions. To fulfill the current demands for SOF growth while enabling normalization and long-term sustainment, the Air Force needs to increase the SOF training force. The existing HC/MC-130P/N fixed-wing tanker planes and flight simulators are approaching their service life limits and need to be replaced. The training aircraft are beginning to cost significantly more money in terms of maintenance and manpower required to keep them flying. By 2009, the HC/MC-130P/N SOF tanker plane fleet was 40 years old on average. The oldest were 46 years old and have surpassed the 10,000-flying-hour service limits. The eight aging aircraft can no longer meet mission requirements. A new fleet with more training aircraft would ensure that ACC and the Air Force Special Operations Command (AFSOC) are capable of accomplishing their mission without interruption in the future. The recapitalization of SOF would help the Air Force provide trained personnel to meet SOF mission requirements.

**Proposed Action:** The Proposed Action is to convert the existing and aging ACC HC-130N Personnel Recovery (PR) tanker and transport aircraft and the AFSOC MC-130P SOF tanker aircraft and simulators to the new Hercules HC/MC-130J tanker aircraft and simulators. The SOF and CSAR force structure may also grow to accommodate the additional training requirements in support of the larger HC/MC-130J fleet, while maintaining legacy fleet training. The current eight HC/MC-130N/P primary training aircraft inventory (PTAI) assigned to the 550<sup>th</sup> Special Operations Squadron (SOS) would be replaced by up to 12 PTAI and one back-up aircraft inventory (BAI). In addition, the two aging MC-130 flight simulators would be replaced by three new simulators. The SOF personnel would increase by up to 26 officers, 136 enlisted staff, and nine civilians. The average daily student population would increase by up to 37 (Dobbins 2010). The Kirtland AFB annual sorties would increase by 578. No supersonic flights would be associated with the new aircraft.

Approximately 75,000 square feet of existing and unoccupied facilities, including office buildings and maintenance hangars, are available for use. Kirtland AFB's excess ramp space, squad operations facilities, maintenance hangars, and back shops are available for immediate use and

could initially support the SOF recapitalization. However, many of these existing facilities would eventually require repair and conversion projects to bring them up to standards for long-term viability. Approximately 146,440 square feet of new construction, including new construction of buildings, and additions to existing buildings on the SOF campus would be required to accommodate the growing training force, fleet of aircraft, and number of flight simulators.

**No Action Alternative:** Under the No Action Alternative, the existing HC-130P/N and MC-130P aircraft would be retained and not recapitalized and, thus, no new construction would occur. The training of student aircrew would continue with the existing HC-130P/N and MC-130P aircraft and simulators.

**Environmental Consequences:** No changes to land use are required. Slight increases in the usage of infrastructure systems would occur as a result of implementation of the Proposed Action; therefore, less than significant impacts on electrical systems, natural gas systems, liquid fuel supply, central heating and cooling systems, water supply systems, sanitary sewer and wastewater systems, storm water systems, and communications systems would occur. There are no known cultural resources within the boundary where construction activities are planned. If an inadvertent discovery of human or cultural remains occurs, all construction would stop and procedures outlined in Section 5.4 of the Integrated Cultural Resources Management Plan (ICRMP) would be followed (Kirtland AFB 2008a). This would ensure that no adverse impacts would occur for that cultural resource.

Construction activities would cause slight, short-term benefits due to the associated material purchases, short-term employment, increased personal income, etc. No adverse impacts on the health and safety of the local population, regardless of race, are expected. Impacts on socioeconomics and environmental justice would be less than significant. The new construction area would impact 3.4 acres of previously disturbed land in the cantonment area. There are no wetlands or aquatic communities in the project corridor. Gunnison's prairie dog (*Cynomys gunnisoni*) and western burrowing owl (*Athene cunicularia*) have been observed throughout Kirtland AFB; however, the construction site would be surveyed by a certified biologist before breaking ground, and construction would be scheduled for the autumn and late winter after the mating and nesting season is over for most protected species.

The new additions and buildings would increase the impervious surfaces in the area by less than 1 percent. The contractor in charge of construction activities and site development would comply with Section 438 of the Energy Insurance and Security Act (EISA) and Kirtland AFB's Construction General Permit (CGP) and submit a Stormwater Pollution Prevention Plan (SWPPP) to Kirtland AFB Water Quality Section. No significant impacts on water quality would be expected. The Kirtland AFB Integrated Natural Resource Management Plan (INRMP 2007) showed that jurisdictional wetlands and floodplains are not located at or near the construction sites; therefore, impacts on earth resources would be less than significant. Kirtland AFB air emissions would increase due to construction activities, increase in sorties (flight activities), and new staff and trainee commuter traffic; however, calculated emissions are below *de minimis* thresholds and impacts on air quality would be less than significant. Kirtland AFB greenhouse gas (GHG) emissions would increase due to increase in sorties and new staff and trainee commuter traffic; however, impacts on climate change or the accumulation of GHG would be less than significant.

Construction activities could result in a spill of petroleum, oil, and lubricants (POL); however, a Spill Prevention, Control, and Countermeasures Plan (SPCCP) would be in place prior to the start of construction. Air traffic at Kirtland AFB would increase by 5 percent and the fuel storage

needs and waste streams are expected to rise by 5 percent. Kirtland AFB has a Hazardous Waste Management Plan which provides guidelines for managing hazardous wastes, and an increase of 5 percent in the transport, use, or disposal of hazardous materials resulting from implementation of the Proposed Action would not result in significant hazards to the public or environment and would not disturb existing hazardous wastes sites on Kirtland AFB. The Proposed Action would not result in changes to the area of controlled airspace around Kirtland AFB. The availability of the restricted airspace and Air Traffic Control Assigned Airspace (ATCAA) has permitted Air Force training flexibility, and has enabled Air Force training consistent with airspace requirements for ongoing development activities at Kirtland AFB. The impacts on Kirtland AFB airspace usage would be less than significant.

The Air Force will implement Best Management Practices (BMPs), as stipulated in the SWPPP and SPCCP to further reduce impacts, and will consult with regulatory agencies, as may be necessary, to ensure compliance with all Federal, state, regional, and local regulations and guidelines.

**Conclusion:** The data presented in the EA suggest that the best available site for the proposed recapitalization and increase of the SOF training force is at Kirtland AFB, and that the impacts on the human and natural environment would be less than significant. Therefore, no additional environmental analyses (*i.e.*, Environmental Impact Statement) are warranted.

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- Appendix B. Interagency/Intergovernmental Coordination for Environmental Planning Letters
- Appendix C. Air Quality Calculations
- Appendix D. Comments Received During Public Comment Period

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***SECTION 1.0***  
***INTRODUCTION***





## **1.0 INTRODUCTION**

### **1.1 Background**

Kirtland Air Force Base (AFB) is located in the southeast quadrant of the Albuquerque, New Mexico (Figure 1-1) urban area, adjacent to the Albuquerque International Sunport (ABQ). The military and the international airport share the same runways, making ABQ a joint civil-military airport. The base is the third largest installation in Air Force Materiel Command (AFMC), covering 51,558 acres (209 km<sup>2</sup>) and employing over 23,000 people.

Kirtland is the home of the AFMC's Nuclear Weapons Center (NWC). The NWC is composed of two wings: the 377<sup>th</sup> Air Base Wing and the 498<sup>th</sup> Armament Systems Wing, along with 10 groups and seven squadrons. Kirtland is also home to the 58<sup>th</sup> Special Operations Wing (58<sup>th</sup> SOW), an Air Education and Training Command (AETC) unit that provides formal aircraft training to the Air Force Special Operations Command (AFSOC) Special Operations Forces (SOF) and Air Combat Command (ACC) Combat Search and Rescue (CSAR) communities. The headquarters of the Air Force Operational Test and Evaluation Center is also located at Kirtland AFB.

Recapitalization in this text means to invest in and upgrade an existing program. In an effort to update an aging fleet of tanker aircraft, the Air Force is considering replacing ACC Personnel Recovery (PR) Hercules HC-130P/N tanker aircraft, and AFSOC MC-130P tanker aircraft with new aircraft. The HC/MC-130P/N flies clandestine or low visibility, low-level missions into politically sensitive or hostile territory to provide air refueling for PR and SOF aircraft and helicopters. The HC/MC-130P/N primarily flies its single or multi-ship missions at night to reduce detection and interception by airborne threats. Secondary mission capabilities include airdrop of small special operations teams, small bundles, and zodiac and combat rubber raiding craft, as well as night-vision goggle takeoffs and landings, tactical airborne radar approaches, and in-flight refueling as a receiver. ACC, AFSOC, and AETC are all the proponents of the project.

The existing HC/MC-130P/N fixed-wing tanker aircraft are approaching their service life limits and need to be replaced. All of the tanker aircraft are more than 40 years old. A new fleet of aircraft would ensure that ACC and the AFSOC are capable of accomplishing their mission

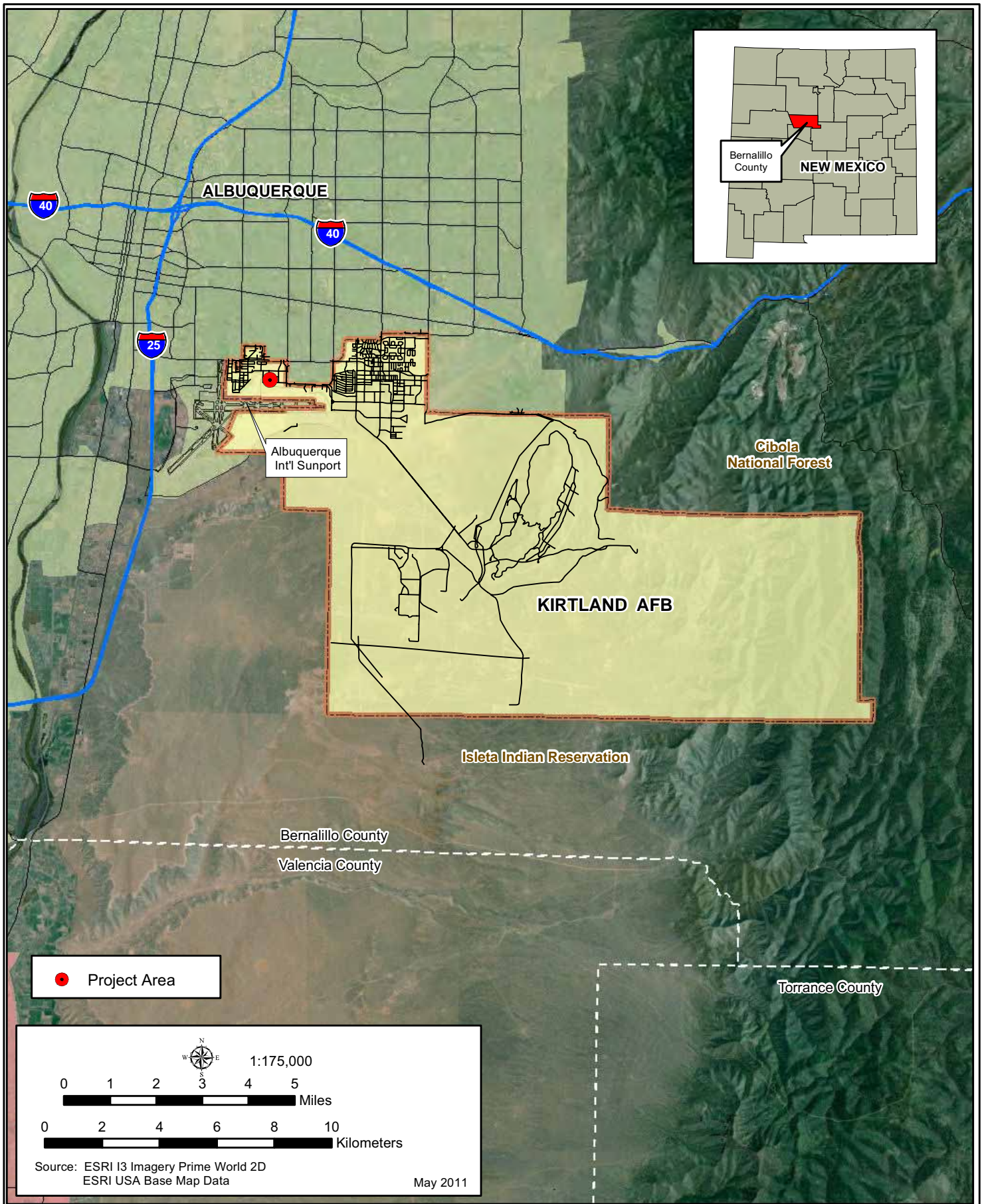


Figure 1-1: Kirtland AFB Vicinity Map



without interruption in the future. AETC is responsible for conducting the training of the SOF crew members in academics, simulators, and flight operations. The AFMC is the host command at Kirtland AFB and would provide Base Operations Support (BOS) for the mission.

The current eight HC/MC-130P/N primary training aircraft inventory (PTAI) assigned to the 550<sup>th</sup> Special Operations Squadron (SOS) at Kirtland AFB (Figure 1-1) would be replaced by up to 12 PTAI and one back-up aircraft inventory (BAI), possibly increasing the total number of tanker aircraft by four PTAI and one BAI tanker aircraft. In addition, two aging MC-130 flight simulators would be replaced by three new simulators. The expanded mission would result in Kirtland AFB personnel increasing by up to 26 officers, 136 enlisted staff, and nine civilians. The average daily student population at Kirtland AFB would increase by up to 37 (Dobbins 2010).

Kirtland AFB is considered the prime location for recapitalization of the new aircraft because the existing CSAR and SOF training (512<sup>th</sup> Rescue Squadron [RQS] and the 550<sup>th</sup> SOS) are currently conducted at the 58<sup>th</sup> SOW. Keeping SOF and HC/MC-130P/N aircraft collocated with the existing training assets would maintain this synergy. Photographs of the currently used tanker aircraft and replacement tanker aircraft are presented in Photographs 1-1 and 1-2.

Breaking these units away from the existing organization would greatly reduce effectiveness, while increasing support costs. The aircraft maintenance infrastructure and logistics lines to support SOF and CSAR are already in place.

Kirtland AFB provides a variety of training conditions in close proximity (*i.e.* mountainous, desert, forested) necessary for training students. Kirtland AFB also has established aerial refueling (AR) tracks, weapons ranges, drop zones, low-level training routes, and airspace entry and exit procedures.

The force structure would grow to accommodate additional training requirements, increasing manpower, facilities, and ramp space requirements from fiscal year (FY) 2011 through 2024. Therefore, there is a need for additional training units during this transition period, while maintaining legacy fleet training. The term “legacy” refers to the retiring training fleet. While the legacy aircraft are retiring, new aircraft would be installed and the final number of aircraft would



**Photograph 1-1:  
SOF Tanker Training Force "Legacy"  
Lockheed Hercules HC/MC-130P/N Tanker Plane**



**Photograph 1-2:  
SOF Tanker Training Force  
Lockheed Hercules HC/MC-130J Tanker Plane-  
Proposed Action**

be greater than the original force. The current eight HC/MC-130P/N PTAI assigned to the 58<sup>th</sup> SOW would be replaced by up to 12 PTAI tanker aircraft and one BAI. This Environmental Assessment (EA) analyzes potential environmental impacts that may result from the implementation of the Proposed Action and the No Action alternatives. The EA complies with the National Environmental Policy Act ([NEPA] 42 United States Code [U.S.C.] 4321-4347), Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] §§ 1500-1508), and 32 CFR Part 989, *et seq.*, *Environmental Impact Analysis Process (EIAP)* to assess the potential environmental consequences associated with the Proposed Action and No Action alternatives.

## **1.2 Purpose and Need**

The purpose of the Proposed Action is to achieve the SOF and CSAR tanker aircraft mission readiness requirements and comply with the Air Force's aircraft safety standards. The need for the Proposed Action is to increase the SOF and CSAR tanker aircraft, force structure, and flight simulators and convert the Air Force's aging fleet to newer versions with mission-unique modifications and updated capability. The ACC purchase is a \$6.4 billion acquisition category (ACAT) 1D program. The Capability Production Document was approved by the Joint Requirement Oversight Council (JROC) in August 2009. The planned Initial Operating Capacity (IOC) is FY 2012. The legacy aircraft are beginning to cost substantially more in terms of maintenance and manpower required to keep them flying. The tanker aircraft that comprise the SOF and CSAR fleet are 40 years old or more. The oldest are 46 years old and have surpassed the 10,000 flying-hour mark. The aging aircraft can no longer meet mission safety requirements.

The capability development document was approved by the JROC in August 2009. The Acquisition Decision Memorandum which authorized the purchase of up to 12 PTAI and one BAI HC/MC-130J through the existing C-130J-model contract was signed in November 2009. The planned IOC is FY 2012 and both platforms expect to begin training at Kirtland AFB in FY 2012.

## **1.3 Regulatory Framework**

In December 1969, the U.S. Congress passed NEPA, which requires agencies of the Federal government to make available any information on the environmental impacts of proposed actions. Executive Orders (EO) 11514 and 11991, the Environmental Quality Improvement Act of 1970, as amended (42 U.S.C. 4371 *et seq.*) and Section 309 of the Clean Air Act (CAA), as

amended (42 U.S.C. 7609), provide Presidential direction to Federal agencies to implement NEPA's regulations.

A decision on whether to proceed with the Proposed Action rests on numerous factors, such as mission requirements, schedule, availability of funding, and environmental considerations. In addressing environmental considerations, the Air Force is guided by relevant statutes (and their implementing regulations) and EOs that establish standards and provide guidance on environmental and natural resources management and planning. This includes NEPA requirements, CEQ regulations, and Air Force Instruction (AFI) 32-7061 codified in 32 CFR Part 989. The recapitalization of the HC/MC-130J aircraft requires compliance with the Federal regulations and EOs presented in Table 1-1. The authorities described in Table 1-1 will be addressed in various sections throughout the EA when relevant to particular environmental resources and conditions.

#### **1.4 Public Involvement**

The Air Force invites public participation in the NEPA process. Consideration of the views and information of all interested persons promotes open communication and enables better decision making. The Air Force sets forth the Interagency/Intergovernmental Coordination for Environmental Planning (IICEP) as a public involvement process which informs local, state, tribal, and Federal agencies of proposed projects. All agencies, organizations, and members of the public having a potential interest in the project alternatives, including minority, low-income, disadvantaged, and Native American groups, are urged to participate in the decision-making process.

Public participation opportunities with respect to the Draft EA and decision making on the Proposed Action are guided by 32 CFR Part 989. The U.S. Air Force previously released the Draft EA and Finding of No Significant Impact (FONSI) to the public for a 30-day review and comment period, from 3 October to 3 November 2010. Notification of the availability of the documents and the review period were published in the *Albuquerque Journal*. The EA received a number of public comments regarding noise emissions from aircraft in neighborhoods adjacent to the ABQ. Kirtland AFB elected to revise the EA and provide it for public review again for 30 days. Although the Proposed Action was not changed, ABQ recently

**Table 1-1: Summary of Relevant Regulations including Potential Permits or Licensing Requirements**

Issue	Action Requiring Permit, Approval, or Review	Agency	Permit, License, Compliance, or Review/Status	Status of Compliance with Relevant Laws and Regulations
<b>FEDERAL AND STATE</b>				
<b>General</b>	NEPA of 1969 (42 U.S.C. 4321 <i>et seq.</i> )	CEQ	Compliance with NEPA, in accordance with CEQ regulations (40 CFR 1500-1508).	Full compliance would be achieved upon issuance of signed Finding of No Significant Impact (FONSI), if appropriate.
	32 CFR 989 (Environmental Impact Analysis Process)	Department of the Air Force	Compliance with regulations specified in 32 CFR 989.	Full compliance would be achieved upon issuance of signed FONSI, if appropriate.
<b>Sound/Noise</b>	Noise Control Act of 1972 (42 U.S.C. 4901 <i>et seq.</i> ), as amended by Quiet Communities of 1978 (P.L. 95-609)	United States Environmental Protection Agency (USEPA)	Adjustment of noise contours at Kirtland AFB.	Compliance would be assessed prior to implementation of construction activities and training mission.
<b>Air</b>	CAA and Amendments of 1990 (42 U.S.C. 7401-7671q) 40 CFR 50, 52, 93.153(b)	USEPA	Compliance with National Ambient Air Quality Standards (NAAQS) and emission limits and/or reduction measures	Full compliance is anticipated; emissions would be below <i>de minimis</i> thresholds.
	20.11.21; New Mexico Administrative Code (NMAC) Fugitive Dust Control; 20.11.40; NMAC Source Registration; and 20.11.41 NMAC Authority to Construct	Albuquerque/Bernalillo County Air Quality Control Board	Application for modification to existing 20.11.41 Authority to Construct permit or new 20.11.41 NMAC Authority to Construct permit. Obtain 20.11.20 NMAC Fugitive Dust Permit as necessary.	Stationary source air permit modifications: new natural gas generators, corrosion control facilities and paint booth will increase annual emissions.
<b>Greenhouse Gases (GHGs)</b>	EO 13514; CAA Section 202(a)	USEPA	NEPA compliance with EO 13514.	Full compliance.
<b>Water</b>	Clean Water Act (CWA) of 1977 (33 U.S.C. 1342); 40 CFR 122	USEPA, New Mexico Environmental Department (NMED)	Section 402(b) National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges for Construction Activities-Stormwater Pollution Prevention Plan (SWPPP).	NPDES, SWPPP, and Notice of Intent would be prepared prior to construction. Full compliance would be achieved prior to implementation of construction activities.

Table 1-1, continued

Issue	Action Requiring Permit, Approval, or Review	Agency	Permit, License, Compliance, or Review/Status	Status of Compliance with Relevant Laws and Regulations
<b>Water (continued)</b>	Energy Independence and Security Act (EISA) Section 438 (42 U.S.C. Section 17094	USEPA	Under these requirements, predevelopment site hydrology shall be modeled or calculated and must include site-specific factors such as soil type, ground cover, and ground slope. Site design shall incorporate stormwater retention and reuse technologies such as bioretention areas, permeable pavements, cisterns/recycling, and green roofs to the maximum extent technically feasible. Post-construction analyses shall be conducted to evaluate the effectiveness of the as-built storm water reduction features.	As stated in a Department of Defense (DoD) memorandum dated January 19, 2010, these regulations will be incorporated into applicable DoD Unified Facilities Criteria within 6 months (DoD 2010). Additional guidance is provided in the USEPA's <i>Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the Energy Independence and Security Act</i> .
	EO 11988 (Floodplain Management), as amended by EO 12608	Water Resources Council, Federal Emergency Management Agency (FEMA), CEQ	Compliance	Full compliance.
	EO 11990 (Protection of Wetlands), as amended by EO 12608	U. S. Army Corps of Engineers (USACE) and U.S. Fish and Wildlife Service (USFWS)	Compliance	Full compliance.
	CWA of 1977 (33 U.S.C. 1341 <i>et seq.</i> )	USACE and NMED	Section 401/404 Permit	There are no jurisdictional wetlands located at the proposed construction sites.
<b>Soils</b>	Resource Conservation and Recovery Act (RCRA) of 1976 (42 U.S.C. 6901-6992k), as amended by Hazardous and Solid Waste Amendments of 1984 (P.L. 98-616; 98 Stat. 3221)	USEPA	Proper management, and in some cases, permit for remediation.	Full compliance would be achieved prior to implementation of construction activities.

Table 1-1, continued

Issue	Action Requiring Permit, Approval, or Review	Agency	Permit, License, Compliance, or Review/Status	Status of Compliance with Relevant Laws and Regulations
<b>Soils (continued)</b>	Comprehensive, Environmental Response, Compensation and Liability Act (CERCLA) of 1980 (42 U.S.C. 9601-9675), as amended by Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 (42 U.S.C. 11001 <i>et seq.</i> ) Release or threatened release of a hazardous substance	USEPA	Development of emergency response plans, notification, and cleanup.	Full compliance would be achieved prior to implementation of construction activities.
	Farmland Protection Policy Act of 1981 (7 U.S.C. 4201 <i>et seq.</i> ) 7 CFR 657-658 Prime and unique farmlands	Natural Resource Conservation Service (NRCS)	NRCS determination via Form AD-1006.	Military lands are exempt from the Farmland Protection Policy Act.
<b>Natural Resources</b>	Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1544)	USFWS	Compliance by lead agency and/or consultation to assess impacts and, if necessary, develop mitigation measures.	Full compliance; it is anticipated that no protected species would be impacted.
	Migratory Bird Treaty Act (MBTA) of 1918	USFWS	Compliance by lead agency and/or consultation to assess impacts and, if necessary, develop mitigation measures.	Before construction, surveys by certified biologist are planned to look for nests and breeding pairs. The construction activities would avoid nesting season and occur between September 1 and December 31 <sup>st</sup> . These proactive measures should ensure that Proposed Action is in compliance with MBTA and species would not be impacted.
	Bald and Golden Eagle Act of 1940, as amended	USFWS	Compliance by lead agency and/or consultation to assess impacts and, if necessary, obtain permit.	No effects on bald or golden eagles are anticipated; full compliance.
<b>Health and Safety</b>	Occupational Safety and Health Act of 1970	Occupational Safety and Health Administration (OSHA)	Compliance with guidelines including Material Safety Data Sheets.	Full compliance would be achieved upon implementation of construction activities.
<b>Cultural/ Archaeological</b>	National Historic Preservation Act (NHPA) of 1966	Advisory Council on Historic Preservation through State Historic Preservation Officer (SHPO)	Section 106 Consultation	Full compliance; it is anticipated that no historic properties would be affected. Concurrence from the SHPO would be requested.

Table 1-1, continued

Issue	Action Requiring Permit, Approval, or Review	Agency	Permit, License, Compliance, or Review/Status	Status of Compliance with Relevant Laws and Regulations
<b>Cultural/ Archaeological (continued)</b>	Archaeological Resources Protection Act of 1979	Affected land-managing agency	Permits to survey and excavate/remove archaeological resources on Federal lands; Native American tribes with interests in resources must be consulted prior to issuance of permits.	Full compliance.
	American Indian Religious Freedom Act of 1978, as amended	Tribal Historic Preservation Officer	Compliance	Full compliance.
	Native American Graves Protection and Repatriation Act (NAGPRA) of 1990	National Park Service (NPS)	Compliance	Full compliance.
	EO 13175 ( <i>Consultation and Coordination with Indian Tribal Governments</i> )	Bureau of Indian Affairs (BIA)	Coordinate directly with tribes claiming cultural affinity to project areas.	Full compliance.
<b>Social/ Economic</b>	EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) of 1994	USEPA	Compliance	Full compliance since no minority or low income populations would be affected.
	EO 13045 ( <i>Protection of Children from Environmental Health Risks and Safety Risks</i> )	USEPA	Compliance	Full compliance since no children would be exposed to the construction activities.
	EO 13101 ( <i>Greening the Government Through Waste Prevention, Recycling, and Federal Acquisition</i> )	USEPA	Compliance	Full compliance.
	EO 13123 ( <i>Greening the Government Through Efficient Energy Management</i> )	USEPA	Compliance	Full compliance.
	EO 13148 ( <i>Greening the Government Through Leadership in Environmental Management</i> )	USEPA	Compliance	Full compliance.
<b>Airspace</b>	Federal Aviation Administration (FAA) Part 77 Pub. 30 CFR 1837	FAA, DoD	Compliance	Full compliance.
<b>Installation Restoration Program</b>	Resource and Recovery Act (RCRA) Part B	USEPA	Voluntary Compliance	Kirtland AFB has RCRA Part B Permit and has identified contaminated sites on Installation and taken steps to remediate the hazardous waste.



conducted a new Federal Aviation Administration (FAA) Integrated Noise Model (INM) analysis that was incorporated into the Revised Draft EA. The Revised Draft EA was submitted for public review again from 19 April 2011 to 19 May 2011. A total of 29 public comments were submitted to Kirtland AFB during the 30-day public comment period. Seventeen of the public comments focused on noise issues associated with aircraft noise in neighborhoods adjacent to the ABQ. Four of the comments were concerned with the health issues associated with elevated levels of noise and four comments focused on jet fuel leaking into groundwater. Several of the submissions contained comments on more than one of these subjects. The comments received from both public comment periods, as well as Kirtland AFB's responses to those comments, are presented in Appendix D. Comments received during the review period have been fully addressed in the EA. As appropriate, the Air Force may execute the FONSI and proceed with implementation of the Proposed Action. If it is determined that implementation of the Proposed Action would result in significant impacts, a FONSI would not be issued and the Air Force would publish a notice of intent (NOI) to prepare an Environmental Impact Statement (EIS) in the *Federal Register* (FR), commit to mitigation actions sufficient to reduce impacts to less than significant levels, or not proceed with the Proposed Action.

The public may obtain information on the status and progress of the Proposed Action and the EA through contacting the Kirtland AFB NEPA Program Manager at [NEPA@kirtland.af.mil](mailto:NEPA@kirtland.af.mil).

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***SECTION 2.0***  
***ALTERNATIVES***





## 2.0 ALTERNATIVES

This chapter describes the Proposed Action, which is the Hercules HC/MC-130J tanker plane recapitalization, and the No Action Alternative. Other alternatives that were considered, but were not carried forward for analyses, are discussed at the end of this chapter.

### 2.1 Proposed Action Alternative

The Proposed Action is to convert and increase the size of the existing and aging ACC HC-130N PR tanker and the AFSOC MC-130P SOF tanker aircraft and simulators to the new Hercules HC/MC-130J tanker aircraft with newer simulators at Kirtland AFB in Bernalillo County, New Mexico. The SOF and CSAR force structure may also grow to accommodate the additional training requirements in support of the larger HC/MC-130J fleet, while maintaining legacy fleet training. The legacy fleet would be maintained until adequate numbers of HC/MC-130J aircraft are delivered.

There are currently eight HC/MC-130 legacy PTAI assigned to the 58<sup>th</sup> SOW and these would be replaced by up to 12 HC/MC-130J PTAI and one HC/MC-130J BAI aircraft. All of the replacement aircraft would be assigned and delivered to Kirtland AFB by 2024. Table 2-1 demonstrates the phasing-in of the new HC/MC-130J and the phasing-out of the HC/MC-130P/N tanker aircraft.

**Table 2-1: Phase In of PTAI HC/MC 130J and Phase Out of HC-130P/N and MC-130P**

Type of Aircraft	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
HC-130P/N (Legacy)	4	4	4	4	4	4	4	2	2	0	0	0	0	0	0
MC-130P (Legacy)	4	4	4	3	3	2	0	0	0	0	0	0	0	0	0
MC-130J	0	2	2	2	2	2	3	3	3	4	4	4	4	4	4
HC-130J	0	1	2	2	2	2	2	3	3	4	4	5	6	7	8
<b>Total</b>	<b>8</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>

The 12 PTAI HC/MC-130J and one BAI HC/MC-130J are proposed to start arriving at Kirtland AFB in support of operational training efforts in FY 2011, with the last aircraft arriving in FY 2024. These would be added to the existing eight PTAI legacy aircraft for a period of 8 years.

In FY 2013, the legacy aircraft would start retiring, leaving a full fleet of up to 12 new PTAI and one BAI aircraft by FY 2024.

### 2.1.1 Aircrew Training Devices - Flight Simulators

The HC/MC-130J tanker plane Aircrew Training Devices (ATDs), commonly known as flight simulators, would be phased in and the existing ATDs would be phased out, similar to the replacement occurring with the aircraft. There are currently two flight simulators which would be replaced by three new simulators over a period of 6 years. Table 2-2 provides the estimated timing of the phasing-in for the new HC/MC-130J ATDs and phasing-out of the HC/MC-130P/N ATD's.

**Table 2-2: Phase-In of HC/MC-130J and Phase-Out of HC-130P/N and MC-130P ATDs**

Number of ATDs (Flight Simulators) in Operation by Fiscal Year														
ATDs	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
HC/MC-130J	1	2	2	2	2	3	3	3	3	3	3	3	3	3
HC-130P/N (Retirement)	1	1	1	1	0	0	0	0	0	0	0	0	0	0
MC-130P (Retirement)	1	1	1	1	1	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>

### 2.1.2 Manpower Requirements

Manpower to support HC/MC-130J would begin deployment in FY 2011 and consist of 17 officers, 79 enlisted personnel, and seven civilians until HC/MC-130J reaches IOC in the fourth quarter of FY 2012. HC/MC-130J program maturity is projected to be reached in FY 2023. Including the existing staff, the total staff in the HC/MC 130J program in FY 2023 would consist of 79 officers, 407 enlisted personnel, 26 civilians and 138 students. Table 2-3 presents the increase in students and staff associated with the increase in aircraft. The increase does not include existing students and staff, but represents the change resulting from the addition of up to four new training aircraft.

**Table 2-3: Summary of Students and Manpower Requirements for SOF Training Program at Maturity (2023)**

Staffing Requirements and Students	Increase in Students and Staff (Fiscal Year 2023) <sup>1</sup>
Officers	26
Enlisted	136
Civilians	9
Students	37
<b>Total</b>	<b>208</b>

<sup>1</sup>. Source: Dobbins 2010 personal communication.

### 2.1.3 Facilities

Initially the current facilities would be used; but, there would be some renovation, additions, and new construction required due to the increase from eight HC-130N/P PTAI to 12 HC/MC-130J PTAI. Use of the current 550<sup>th</sup> SOS office spaces would be sufficient to accommodate initial manpower needs. There are six military construction (MILCON) projects planned for the installation: three simulator facilities (bays), fuel cell building, 550<sup>th</sup> operations building, aerial delivery extension, aerospace ground equipment (AGE) extension, and armament shop. Table 2-4 presents a list of new construction and additions to existing buildings planned as part of the Proposed Action.

**Table 2-4: Proposed Kirtland MILCON New Construction**

Description of Building	Type of Construction	Scope of Construction (square feet)	Fiscal Year Appropriation
Three HC/MC130J Simulator Bays	Addition to Bldg. 950	36,000	2012
Fuel Cell Bldg.	New Construction	32,280	2012
Aerial Delivery Extension I	Addition to Bldg. 994	6,500	2013
Aerospace Ground Equipment	Addition to Bldg. 381	18,060	2012
Armament Shop	New Construction	20,000	2012
550th Operations Bldg.	New Construction	33,600	2012
<b>Total Square Feet</b>		<b>146,440</b>	
<b>Total Acres</b>		<b>3.4</b>	

Additionally, there is a renovation project planned for the Non-destructive Inspection Room. The availability of the 58<sup>th</sup> SOW Maintenance Squadron hangars, expansion and renovation of the existing Aerial Delivery Facility and AGE extension, and addition of a fuel cell building, would provide adequate facilities for all maintenance activities.

Figure 2-1 provides a map of the 58<sup>th</sup> SOW campus that includes the location of the new additions, new construction, and renovation. The footprint of the new additions and new buildings would occupy approximately 3.4 acres of land.

#### 2.1.4 Increase in Sorties and Airspace Requirements

Students receive real-time, in-the-field training by participating in sorties. A sortie is completed when an aircraft and crew depart for a mission, such as a training exercise, navigate to the destination, and return to the Base. The SOF sorties would increase, and there would be an overlap period when both the old and new aircraft would be involved in training missions. In the long-term, the legacy aircraft would be phased out and the new aircraft would be phased in. Therefore, there would be an increase in the total number of training aircraft and an increased force structure, both of which would lead to long-term increases in air space requirements. To calculate increased sortie usage of airspace, it was assumed that the baseline sortie duration, airspace usage, and sorties per aircraft per quarter would remain the same per aircraft for the new HC/MC-130J as for the existing legacy aircraft they are replacing. Table 2-5 presents an estimate of the increase in sorties and airspace hours anticipated with implementation of the Proposed Action, if all 12 PTAI and 1 BAI aircraft arrive.

**Table 2-5: Proposed Increase in the Number of Training Sorties and Air Space Hours**

Increase in Aircraft Sorties and Air Space Hours in FY 2024	
Increase in HC-130J Aircraft	4
Increase in HC-130J Sorties	578
Increase in HC-130J Landings and Takeoffs	1,156
Increase in Air Space Hours	2,485

Source: Kirtland AFB 2008c

#### 2.1.5 Landing and Drop Zones

The new program may increase the use of Kirtland AFB landing and drop zones; the SOF training does not involve the use of artillery. The increase in aircraft operations requires that a new landing zone be constructed for the HC/MC-130J in the future. At this time, the existing facilities are adequate for the first stages of the HC/MC-130J tanker recapitalization. In the future, when the need dictates, the installation of new landing and drop zones will be analyzed for compliance with NEPA. Figure 2-2 presents a location map of the existing landing and drop zones.



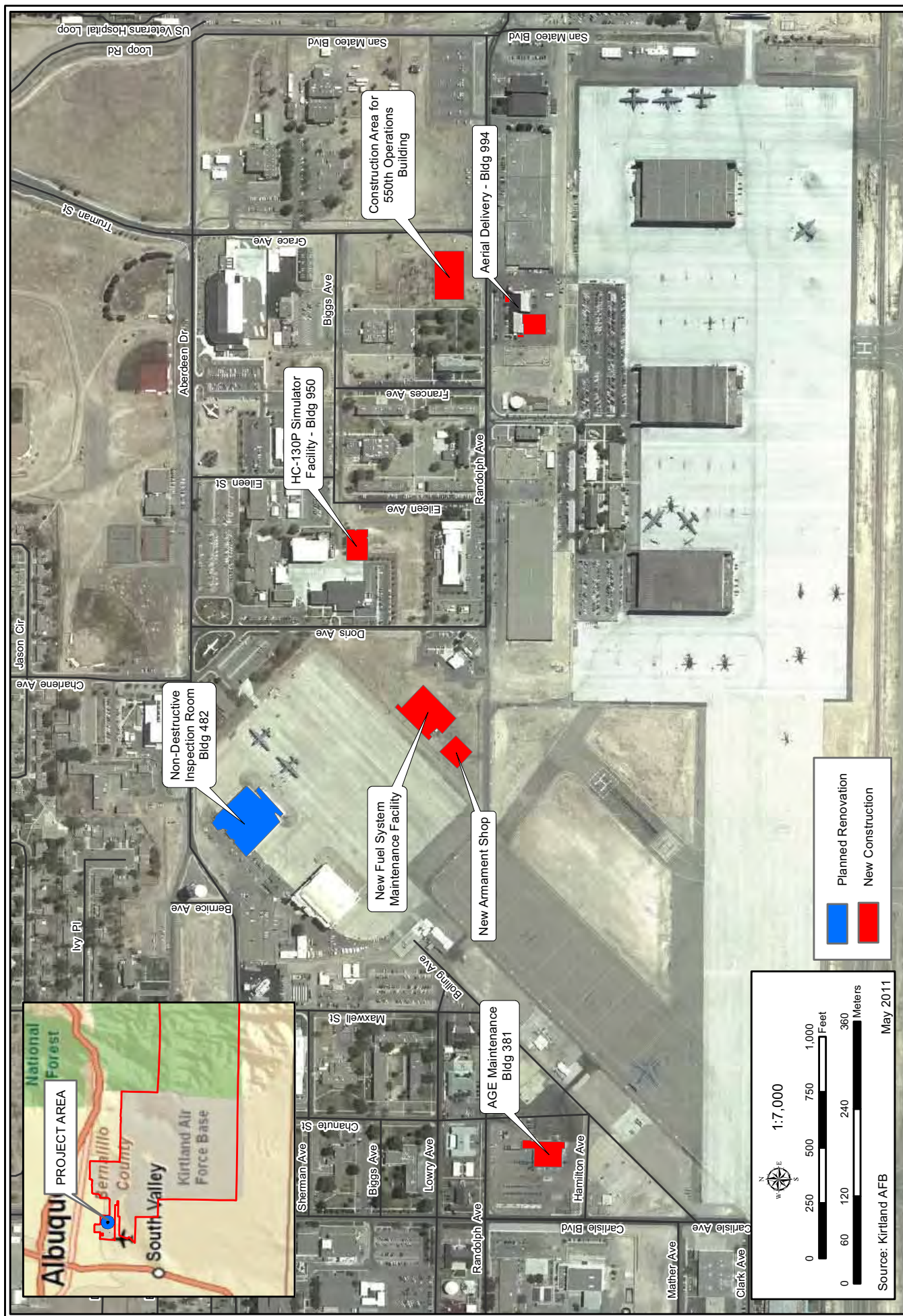


Figure 2-1: New Construction Areas and Building with Planned Renovations



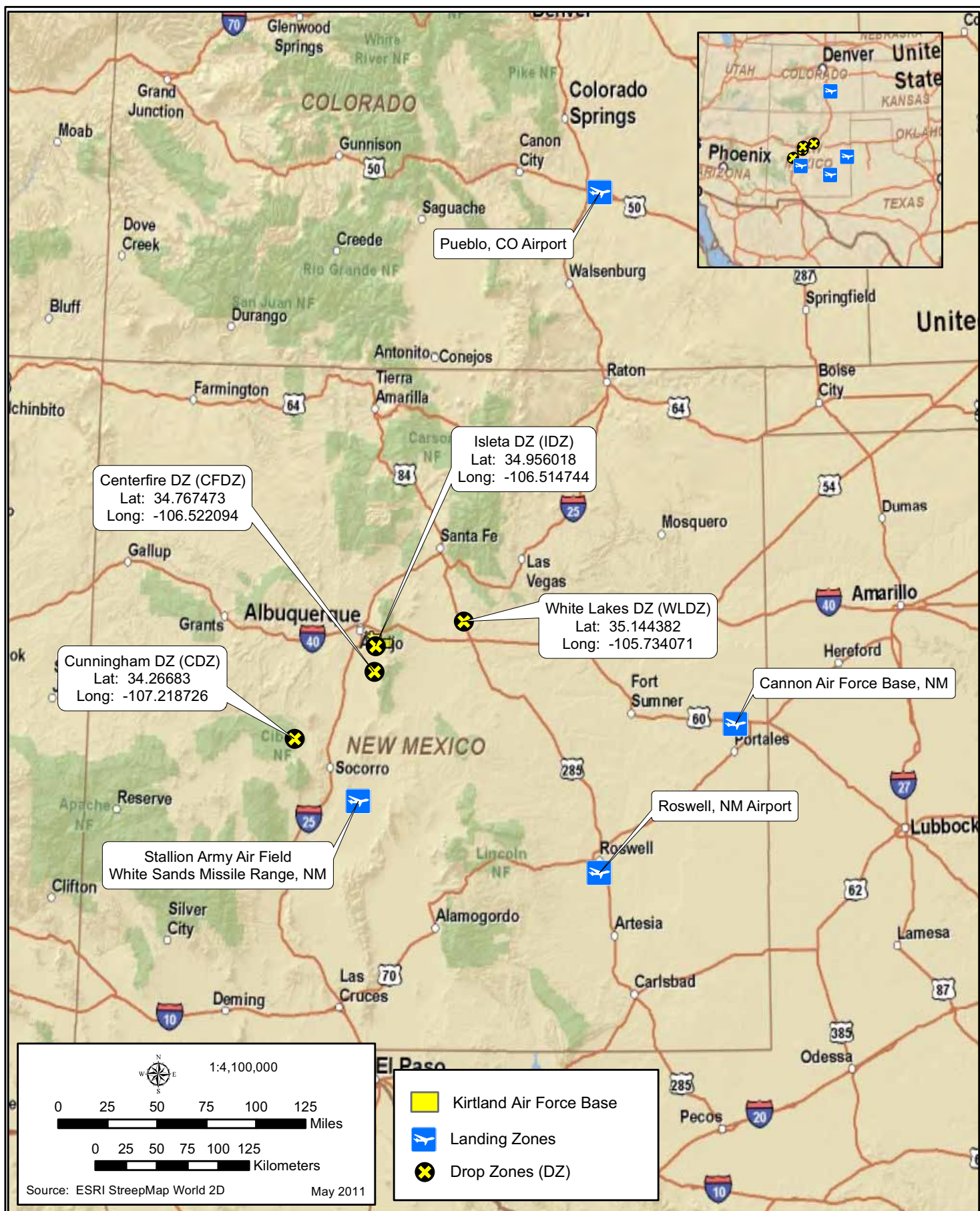


Figure 2-2: Landing and Drop Zones

### **2.1.6 Munitions and Refueling Training**

CSAR and SOF would continue to use existing refueling air tracks; there would be additional range use and an increase in airspace use for the existing AR tracks. The SOF and CSAR training do not include live munitions training.

## **2.2 No Action Alternative**

CEQ regulations require inclusion of the No Action Alternative to provide a baseline of the existing conditions against which the potential environmental and socioeconomic impacts of the Proposed Action and alternative actions can be compared. Under the No Action Alternative, the existing HC-130P/N and MC-130P would be retained and not recapitalized and, thus, no new construction would occur. Student aircrew would continue to train with the existing HC-130P/N and MC-130P fleet and simulators. However, the existing HC/MC-130P/N fixed-wing tanker aircraft are approaching their service life limits and need to be replaced. All of the tanker aircraft are more than 40 years old. The No Action Alternative would increase the safety risk to aircrews and jeopardize the success of the SOF and CSAR missions.

## **2.3 Alternatives Eliminated From Analysis**

Other reasonable alternatives were considered and subsequently eliminated from further analysis including: a larger fleet of new HC/MC-130J aircraft, a fleet of new Personnel Recovery helicopters (CSAR X), a new landing zone, and new drop zones. While largely removed due to fiscal realities (*i.e.*, cancellations) in the overall program, there were also significant logistical restrictions, environmental considerations, and/or functional deficiencies that would have resulted in a failure to meet project requirements. These alternatives and reasons for their exclusion from further analysis are discussed below.

### **2.3.1 New Fleet of CSAR Helicopters and Flight Simulators**

Under the CSAR X program, ACC considered replacing the existing fleet of 12 HH-60 Pave Hawk helicopters and two flight simulators with 15 new Boeing HH-47 helicopters and five flight simulators at Kirtland AFB. Due to industry protests and fiscal constraints, the Under Secretary of Defense for Acquisition, Technology, and Logistics directed the cancellation of the CSAR X program on 2 June 2009. Subsequently, Secretary of Defense Robert Gates determined that the existing fleet of HH-60 Pave Hawk helicopters and flight simulators would continue to meet CSAR/SOF mission requirements for the near future.

### **2.3.2 Increased Number of Total Aircraft and Flight Simulators**

The HC/MC-130 recapitalization program for Kirtland AFB initially considered replacing the existing eight HC/MC-130P/N legacy aircraft with 15 new HC/MC-130J aircraft instead of the potential 12 HC/MC-130J described by the Proposed Action. Also, AETC considered replacing the existing two legacy HC/MC-130P/N flight simulators with five new HC/MC-130J flight simulators instead of with three HC/MC-130J flight simulators described by the Proposed Action. Due to DoD recapitalization program actions, it was determined that fewer aircraft and flight simulators are required to satisfy mission requirements and remain cost-effective. Therefore, this alternative was eliminated from further consideration.

### **2.3.3 Landing Zone**

HC/MC-130J aircraft training exercises include landing aircraft on short runways (less than 4,000 feet long). Initially, the new landing zone requirement was based solely on the size of the recapitalization training fleet of aircraft (15) and the advent of full Initial Mission Qualification Training at Kirtland AFB. This alternative was initially considered, but after preliminary analysis showed this was an existing requirement for legacy airframes as well, a separate assessment was initiated by the government. Therefore, this alternative was eliminated from further consideration.

### **2.3.4 Drop Zones**

HC/MC-130J aircraft training exercises include aerial cargo delivery training to remote drop zones by HC/MC-130J aircraft. Initially, the increase in the size of the training fleet of aircraft (15) justified the addition of several new drop zones in order to accommodate the additional number of training activities. This alternative was considered, but dismissed when it was determined that the number of new training aircraft would be reduced from 15 to no more than 12 and that the existing remote drop zones would fully satisfy the mission requirements described by the Proposed Action. Therefore, this alternative was eliminated from further consideration.

## **2.4 Comparative Summary of Impacts**

Potential environmental impacts of the Proposed Action would be those associated with the construction and renovation of training facilities and the operation and maintenance of the HC/MC-130J tanker. The following resources will be analyzed in the EA for impacts:

- Land Use
- Infrastructure
- Cultural Resources
- Socioeconomics and Environmental Justice
- Biological Resources
- Earth Resources
- Air Quality
- Greenhouse Gas (GHG) Emissions
- Hazardous Material/Waste Management
- Safety and Occupational Health
- Noise
- Airspace
- Installation Restoration Program

The new construction would occur in previously disturbed areas and would be located adjacent to existing facilities, including buildings, hangars, maintenance areas, ramp space, and parking areas. There may be some impacts related to noise, air quality, airspace, and socioeconomics associated with the increased number of aircraft operations, training, and maintenance. Table 2-6 presents a summary of the potential impacts associated with the Proposed Action and the No Action Alternative.

**Table 2-6: Summary of Potential Impacts of the Proposed Action and No Action Alternative**

<b>Resource</b>	<b>Proposed Action</b>	<b>No Action</b>
Land Use Resources	No impacts on land use; land would remain in use for military operations. Proposed Action would not alter transportation corridors, visual resources, or land uses at Kirtland AFB.	Baseline land use conditions as described in Section 3.1 would remain unchanged; therefore, no impact would result.
Infrastructure	Implementation of the Proposed Action would increase the use of power, water, sewage, waste, heating and cooling, fuels, and communication systems at Kirtland AFB, but not beyond Kirtland AFB's ability to service these infrastructure needs. Implementation of the Proposed Action represents an increase of 1 percent of the workforce and student population currently present at Kirtland AFB, and would not significantly impact infrastructure.	Baseline infrastructure conditions as described in Section 3.2 would remain unchanged; therefore, no impact would result.
Cultural Resources	No cultural resources are located within the 58 <sup>th</sup> SOW campus boundary. There would be no impacts on cultural resources.	Baseline cultural resources conditions as described in Section 3.3 would remain unchanged; therefore, no impact would result.
Socioeconomics and Environmental Justice	Temporary short-term and long-term beneficial impacts on revenue in the region of influence (ROI) would occur. The increased population and demand for housing units at Kirtland AFB and in the ROI would not cause significant impacts on either of these resources. No inappropriate adverse impacts on minority or low-income populations or youth are expected.	Baseline socioeconomic and environmental conditions as described in Section 3.4 would remain unchanged; therefore, no impact would result.
Biological Resources	The construction of buildings and building additions would permanently alter 3.4 acres of previously disturbed land in the cantonment area. The loss of this habitat for wildlife would not be significant because of the low quality of the habitat and the previously developed nature of the area.	Baseline biological conditions as described in Section 3.5 would remain unchanged; therefore, no impact would result.
Earth Resources	No surface waters or floodplains occur at the proposed construction site. The Proposed Action would not result in significant impacts on the region's water supply or water quality. The proposed construction site is located on previously disturbed soils and the Proposed Action would not result in significant impacts on earth resources.	Baseline earth resources conditions as described in Section 3.6 would remain unchanged; therefore, no impact would result.
Air Quality	Air emissions from construction activities are well below <i>de minimis</i> thresholds; the annual emissions from the increase of daily commuter traffic and aircraft operations are minor and below <i>de minimis</i> thresholds.	Baseline air quality conditions as described in Section 3.7 would increase slightly; however, no significant impact would result.
Greenhouse Gases	GHG emissions from the construction equipment, commuters, and increase in air traffic would represent a negligible increase in GHG.	Baseline air quality conditions as described in Section 3.8 would increase slightly; however, no significant impact would result.

Table 2-6, continued

Resource	Proposed Action	No Action
Hazardous Material/Waste Management	Hazardous materials and wastes would be managed in accordance with USEPA and Air Force Regulations; no significant impacts are expected.	Baseline hazardous materials and waste management conditions as described in Section 3.9 would remain unchanged; therefore, no impact would result.
Safety and Occupational Health	The new aircraft from the Proposed Action would improve safety and reduce risks associated with SOF training activities. The aircraft equipment would be new and the potential for equipment failure would decrease. Secondly, the new flight simulators would improve student preparation in the classroom before they begin flight training exercises. Improved classroom training would reduce the number of accidents during in-flight training. The increase in risk to the safety and health of the staff and students in the SOF training program would not increase per number of flight hours and would be less than significant.	The existing HC/MC-130P/N tanker aircraft are aging and equipment failure tends to increase with age. The No Action Alternative may result in increased risks due to equipment failure and compromise the safety of SOF students and staff, as well as reduce the training capacity of the mission.
Noise	Noise emissions from the Proposed Action would not change significantly compared to existing operations at Kirtland AFB. The new HC-130J are quieter than the existing aircraft they will be replacing. Noise emissions from construction activities are not expected to significantly impact the ambient noise levels on Kirtland AFB or adjacent land uses.	Baseline noise conditions as described in Section 3.11 would remain unchanged; therefore, no impact would result.
Air Space	The Proposed Action would increase the number of aircraft operations at Kirtland AFB by 4.7 percent. This increase would not significantly impact the use of air space near Kirtland AFB.	Baseline air space conditions as described in Section 3.12 would remain unchanged; therefore, no impact would result.
Installation Restoration Program	New construction sites are not located immediately adjacent hazardous waste sites and soil disturbance associated with the Proposed Action would not impact areas included in Kirtland AFB Installation Restoration Program.	Alterations disturbance to Kirtland AFB Installation Restoration Program hazardous waste sites would not occur and no impacts would result.

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***SECTION 3.0***  
***AFFECTED ENVIRONMENT***





### **3.0 AFFECTED ENVIRONMENT**

This section of the EA describes the natural and human environment that exists at and surrounding Kirtland AFB. The number of personnel currently working at Kirtland AFB ranges between 21,000 and 23,000 individuals depending on the day of the week; the average daily student population is 325 individuals (Dobbins 2010). The construction project area is located in the SOW campus area on approximately 3.4 acres of previously disturbed land in the 58<sup>th</sup> SOW campus cantonment area.

#### **3.1 Land Use Resources**

##### **3.1.1 Transportation**

Numerous modes of transportation are available at Kirtland AFB, including air, rail, and Federal and state highway access. The ABQ is located along the western boundary of the Base, and provides commercial and public aviation, as well as military support, particularly for Kirtland AFB and Air Force Reserve units. The ABQ airfield has three commercial carrier runways and one dedicated to general aviation (City of Albuquerque 2006).

Kirtland AFB is situated approximately 4 miles east of Interstate 25 (I-25) and about 1.5 miles south of I-40. The Base is served from interstate highways and many state and local roads. Access to the Base is allowed through any of the eight gates (Figure 3-1), although the most frequently used gates are accessed via Wyoming Boulevard, Gibson Boulevard, and Eubank Boulevard. On weekends, only the Wyoming, Truman, and Gibson gates are open. Construction contractors access the Base through the Kirtland Gate on the western side of the Base.

Major east-west streets in the eastern portion of the cantonment area include Gibson Boulevard and Hardin Street. Major north-south roads include Carlisle Avenue, San Mateo Avenue, Wyoming Boulevard, and Pennsylvania Avenue; however, the latter turns toward the east and eventually intersects with Wyoming Boulevard before turning back toward a north-south direction. Table 3-1 provides the traffic volumes of 12 major intersections on Kirtland AFB. Most of the congestion occurs at or near the access gates. The Kirtland AFB Transportation Intermodal Study (Kirtland AFB 1999) indicated that the Wyoming Boulevard/Gibson Boulevard and Wyoming Boulevard/Hardin Street intersections were congested at unacceptable

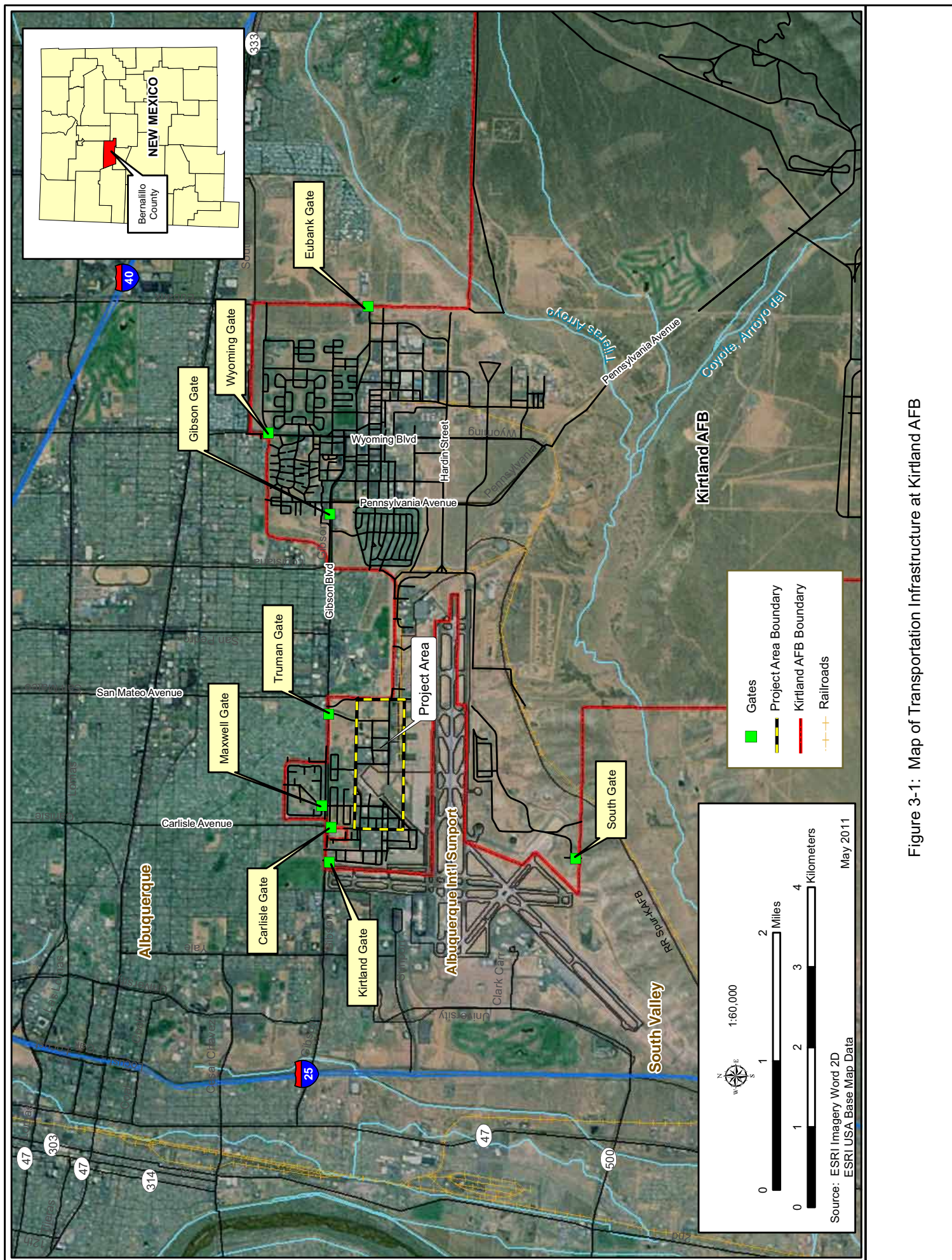


Figure 3-1: Map of Transportation Infrastructure at Kirtland AFB

levels in both peak hours (*i.e.*, morning and evening). Because the Base is Albuquerque's largest employer, it is a principal destination for commuters in the southern part of the city.

**Table 3-1: Kirtland AFB Traffic Analysis Data**

Intersection	ADT <sup>a</sup>	Time	Vehicles/Hour	Average Vehicles/Hour
Carlisle Blvd. and Aberdeen Dr.	4,512	6:45 a.m.	903	188
San Mateo Blvd. and Randolph Ave.	6,768	6:45 a.m.	903	282
Pennsylvania St. and Gibson Blvd.	13,512	4:00 p.m.	1,803	563
Truman and Aberdeen Dr.	8,904	6:45 a.m.	1,083	371
Pennsylvania St. and Hardin Dr.	8,976	7:00 a.m.	1,196	374
Texas St. and Gibson Blvd.	9,720	4:00 p.m.	1,299	405
Wyoming Blvd. and Gibson Blvd	14,016	4:00 p.m.	1,869	584
Wyoming Blvd. and F Ave.	14,016	7:00 a.m.	1,870	584
Wyoming Blvd. and Hardin Dr.	8,832	7:00 a.m.	1,176	368
9th St. and Hardin Dr.	6,480	7:00 a.m.	867	270
14th St. and Hardin Dr.	9,072	7:00 a.m.	1,211	378
20th St. and Gibson Blvd.	16,394	6:45 a.m.	2,490	812

ADT = average daily traffic

ADT<sup>a</sup> is defined as the number of vehicles in a 24-hour period.

Source: Kirtland AFB 2005b

### 3.1.2 Visual Resources

The areas to the north and west of Kirtland AFB are developed urban lands. As such, much of the aesthetic quality surrounding Kirtland AFB is degraded. The backdrop of the Sandia Mountains to the east provides a pleasing visual perspective. Outside of the cantonment area, much of Kirtland AFB land is still undeveloped, which contributes to the aesthetic resources. Specific areas that contribute to the Base's aesthetic quality include the Sandia Ranger District of the Cibola National Forest, located along Kirtland AFB's eastern boundary, and the rolling, open hills located in the southern portion of the Base.

### 3.1.3 Land Use

Kirtland AFB encompasses approximately 52,000 acres in Bernalillo County and is the third largest U.S. Base within the AFMC. The Base employs over 23,000 people and is home to the 377<sup>th</sup> Air Base Wing (ABW), which is Kirtland AFB's host organization. The mission of the 377<sup>th</sup> ABW is to provide world-class munitions maintenance, readiness and training, and Base operating support to approximately 76 Federal government and 384 private sector tenants and associated units. Accordingly, Kirtland AFB contains various training areas, helicopter landing zones, recreation/open areas, maintenance facilities, classroom and administrative facilities, housing areas, and other cantonment structures. The lands surrounding Kirtland AFB are used

for a variety of purposes, including urban development associated with Metropolitan Albuquerque to the north and west, and Cibola National Forest to the east. Lands to the south of Kirtland AFB belong to the Isleta Indian Reservation and are used for community activities, ranching, and farming. ABQ is located immediately adjacent to Kirtland AFB's western boundary and shares airspace and runways with the Base.

Kirtland AFB is used primarily for military training and operational facilities, including, but not limited to, helicopter landing zones, ordnance impact areas, and logistics. Sandia National Laboratories (SNL), which is part of the Department of Energy (DOE), also operates and maintains several facilities on Base for research, testing, and evaluation of various weapon, communication, and energy systems.

## **3.2 Infrastructure**

### **3.2.1 Electrical Distribution**

Power is normally purchased for the entire Base from the Public Service Company of New Mexico (PNM). PNM connects to the Base at one location, the Sandia Switching Station, with primary transmission backup connection points. This station has three voltages, 345 kilovolt (kV), 115 kV, and 46 kV. Kirtland AFB is served from the 46 kV and 115 kV systems. Total capacity on the 46 kV is limited by PNM to 80 megavolt ampere (MVA). SNL has moved approximately 23 MVA over to the 115 kV line from the 46 kV system. This covers the estimated normal load of 35 MVA. The estimated historical peak load is approximately 60 MVA. There are 19 distribution substations with a 78,242 kilovolt ampere (KVA) capacity, and approximately 24 substations (Kirtland AFB 2002).

There are 310.3 miles of primary overhead lines and 239.9 miles of secondary overhead lines at Kirtland AFB. There are also 50.3 miles of primary underground lines and 66.1 miles of secondary underground lines, for a total of 667 miles of electrical lines. There is approximately 85 percent redundancy capability on the west side of the Base, and some redundancy capability on the east side (Kirtland AFB 2002).

### **3.2.2 Potable Water**

Kirtland AFB obtains its potable water from two sources. Most of the water comes from five wells dispersed across the Base and secondarily through water purchase from the City of Albuquerque when the groundwater sources need to be supplemented. The wells were



installed in the Albuquerque Regional Water Basin at depths of 450 to 1,000 feet below ground surface (BGS), and water obtained from the wells is treated through a blending system to reduce arsenic levels. The supply and quality are considered adequate to meet present and future demands. Kirtland AFB recently performed a 108-mile water distribution leak detection survey. A total of 31 leaks were identified and repaired with an estimated savings of 175 million gallons of water per year. This volume is about 16 percent of Kirtland AFB's 2006 water usage (Kirtland AFB 2008a).

### **3.2.3 Sewage**

Kirtland AFB discharges wastewater to the Southside Water Reclamation Plant. The average daily flow at Southside Water Reclamation Plant is 54 million gallons per day (MGD) and the maximum daily capacity is 114 MGD (Albuquerque Economic Development 2009). Discharges to the city's system are authorized under a City of Albuquerque Wastewater Permit. The Southside Water Reclamation Plant currently operates under a National Pollutant Discharge Elimination System (NPDES) Permit (NMS000101) issued by the USEPA. In 2001, Kirtland AFB contributed 2.5 MGD of wastewater to the city's treatment facility.

### **3.2.4 Solid Waste**

Solid municipal waste generated by commercial activities is collected by Waste Management of New Mexico and is removed to an off-base disposal site located in the City of Rio Rancho. Kirtland AFB also has an on-base landfill used for the disposal of non-hazardous demolition and construction debris (Kirtland AFB 2000). The maximum capacity of the Kirtland AFB landfill is 10,164,000 cubic yards (4,065,676 tons) and the remaining capacity is 5,017,316 cubic yards (2,006,964 tons) (Kirtland AFB 2010). Kirtland AFB manages a recycling program to reduce the amount of solid waste sent to landfills. The Kirtland AFB Qualified Recycling Program is operated by contractors and collects office paper, cardboard, and aluminum from pick-up points scattered across the installation (Kirtland AFB 2002). All solid wastes are disposed of in accordance with Air Force, Kirtland AFB, and applicable Federal, state, and local regulations.

### **3.2.5 Storm Drainage System**

Stormwater in the project area drains into small culverts toward Gibson Boulevard along the Kirtland AFB/City of Albuquerque boundaries. There are also four stormwater retention ponds in the area. Stormwater in the industrial/laboratory areas discharges through surface runoff or

three large culverts that drain toward the Tijeras Arroyo on the south side of the Base (Kirtland AFB 2002).

Kirtland AFB currently holds a Construction General Permit (CGP), and has a Stormwater Pollution Prevention Plan (SWPPP) which identifies the best management practices (BMPs) and other actions the Base would take to reduce the amount of water pollution that occurs from stormwater runoff from construction activities into public waters. The CGP issued by the USEPA began in 2008; all CGP sector activities and their BMPs are identified in the CGP SWPPP. Contractors must submit a Notice of Intent (NOI) to Kirtland AFB before construction commences.

Section 438 of the Energy Independence and Security Act (EISA) (42 U.S.C. Section 17094) establishes into law new stormwater design requirements for Federal construction projects that disturb a footprint of greater than 5,000 square feet of land. EISA Section 438 requirements are independent of stormwater requirements under the Clean Water Act (CWA). The project footprint consists of all horizontal hard surfaces and disturbed areas associated with project development. Under these requirements, predevelopment site hydrology must be maintained or restored to the maximum extent technically feasible with respect to temperature, rate, volume, and duration of flow. Predevelopment hydrology shall be modeled or calculated using recognized tools and must include site-specific factors such as soil type, ground cover, and ground slope. Site design shall incorporate stormwater retention and reuse technologies such as bioretention areas, permeable pavements, cisterns/recycling, and green roofs to the maximum extent technically feasible. Post-construction analyses shall be conducted to evaluate the effectiveness of the as-built stormwater reduction features. As stated in a DoD memorandum dated January 19, 2010, these regulations will be incorporated into applicable DoD Unified Facilities Criteria within 6 months (DoD 2010). Additional guidance is provided in the USEPA's *Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the Energy Independence and Security Act*.

### **3.2.6 Heating and Cooling Systems**

The heating and cooling system includes a central plant, the Sandia Steam Plant, and individual facility furnaces and air conditioners. The Sandia Steam Plant distributes service to many Kirtland buildings in the eastern cantonment and to SNL. The heating and cooling is provided by individual gas-fired facility furnaces and air conditioners within the building systems.



### **3.2.7 Liquid Fuels**

There are 28 active registered aboveground storage tanks (AST) on Kirtland AFB and two external floating roof tanks for jet propulsion fuel grade 8 (JP-8). They range in size from a 2,000-gallon aviation gas tank to a 4 million-gallon JP-8 tank (NMED 2005, Kirtland AFB 2002). Kirtland AFB no longer has any regulated/registered underground storage tanks (USTs) (Kirtland AFB 2006a). The major petroleum, oil, and lubricant (POL) products at Kirtland AFB include JP-8, unleaded gasoline, and diesel fuel. Receipt of fuel deliveries and all Base bulk fuel transfers are the responsibility of the Fuels Distribution and Bulk Storage Branches of the 377<sup>th</sup> ABW Logistics Group. Fuels are delivered in bulk by tanker truck to the Bulk Fuel Storage Facility (Building 1032). Fuel transfers occur within the Bulk Fuels Facility between the loading rack and aboveground and belowground pipelines. All buried pipeline segments are coated and have cathodic protection. The Kirtland AFB Spill Prevention, Control, and Countermeasures Plan (SPCCP) provides policies and prevention measures regarding spills.

### **3.2.8 Communications System**

The Air Force has provided extensive communications connectivity and bandwidth throughout all of its bases. At Kirtland AFB, this communications infrastructure allows the Base to provide local telephone service, to maintain a Local Area Network (LAN) for several interconnected computer networks, to connect to long-haul communication systems, and to operate wireless voice (radio) networks in the local area. At Kirtland AFB, information transfer system infrastructure was recently upgraded. The Base Information Digital Distribution System (BIDDS) project was installed in 2004 and was scaled to accommodate future growth of 20 percent. Kirtland AFB operates its own telephone switching system and does not contract with a local telephone company. The Base telephone switching systems were upgraded recently, and no further upgrades are planned to the system at this time. Several radio frequency systems and satellite and microwave systems are in operation at Kirtland AFB. The Ground Radio Maintenance work center provides ultra high frequency (UHF) radio support to the Kirtland AFB Command Post, Weather, Operations, and 58<sup>th</sup> SOW/Wing Operation Center from Building 20420. Facilities were modified and upgraded to support the new very high frequency (VHF) mission. Commercial vendors supporting the Albuquerque area provide current cellular services.

### **3.3 Cultural Resources**

The term 'cultural resource' refers to any prehistoric or historic resource such as prehistoric settlement sites, historic archaeological sites, and other evidence of our cultural heritage. The term 'historic property' refers specifically to a cultural resource that was determined eligible for inclusion in the National Register of Historic Places (NRHP). Five classes of historic properties are defined as eligible for listing on the NRHP: buildings, sites, districts, structures, or objects (36 CFR 60.3). In addition, cultural resources may qualify for protection afforded by the Archaeological Resources Protection Act.

Kirtland AFB has an Integrated Cultural Resources Management Plan (ICRMP) in place. The ICRMP is an integral part of the Base Comprehensive Plan (BCP), and addresses the cultural resources of Kirtland AFB. The purpose of the ICRMP is to provide guidelines and standard operating procedures (SOPs) to non-technical managers and planners to comply with Kirtland AFB's legal responsibilities for the preservation of significant archaeological and historic resources. It integrates the cultural resource management program with ongoing mission activities and the properties managed by the Base, allows for the identification of conflicts between mission activities and cultural resource management, and provides guidelines for mitigating any such conflicts (Kirtland AFB 2008a).

Under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, the Air Force is required to assess the effects of undertakings prior to initiation to ensure that there will be no adverse effects on historic properties (36 CFR 800). The NHPA also establishes the NRHP; Title 36 CFR Section 60.4 defines the criteria used to establish significance and eligibility to the NRHP. Section 110 of the NHPA requires the Air Force to complete an inventory of historic properties located on its land (36 CFR 60, 63, 78, 79, and 800). A pedestrian survey was completed in 2002 of all Kirtland AFB property. Over 660 archaeological sites were recorded within the boundaries of Kirtland AFB, and a total of 2,183 facilities were evaluated for eligibility to the NRHP (Kirtland AFB 2008a). There are no known archaeological sites or other cultural resources located within the boundary of the 58<sup>th</sup> SOW Campus (Kirtland AFB 2008b).

### **3.4 Socioeconomics and Environmental Justice**

#### **3.4.1 Socioeconomics**

Bernalillo County is one of 33 counties in New Mexico and is considered the region of influence (ROI) for socioeconomic effects of the Proposed Action. Bernalillo County is part of the Albuquerque Metropolitan Statistical Area (MSA). The 2008 racial mix of Bernalillo County consists predominantly of Caucasians (87 percent), followed by Native Americans (5 percent), and African Americans (4 percent). The remainder is divided among people claiming to be of other races or two or more races. Approximately 45 percent of the population of Bernalillo County claim Hispanic or Latino origins. The total 2006 - 2008 estimated population of Bernalillo County was 615,434 (U.S. Census Bureau 2008), and the 2006 - 2008 estimated population of the City of Albuquerque was 498,084 (U.S. Census Bureau 2008).

The total number of jobs in the ROI was 441,788 in 2008. Approximately 16 percent of all workers in the region are employed by the government and government enterprises. This estimate includes military personnel, Federal civilian workers, and state and local government personnel. The retail trade industry provided the most jobs (47,176), followed closely by health care and social assistance (45,489), and professional and technical services (43,291) (Bureau of Economic Analysis [BEA] 2008). In 2008, the total number of jobs created in the local area by Kirtland AFB was 52,792 (U.S. Census Bureau 2008). In 2008, Bernalillo County had a per capita personal income (PCPI) of \$37,140 which exceeds the State average and represented a 2.3 percent increase over the 2007 PCPI for Bernalillo County. Total personal income (TPI) for Bernalillo County in 2008 was \$23.6 billion. This TPI ranked first in the State of New Mexico and accounted for 35.6 percent of the state total. The 2008 TPI reflected an increase of 3.4 percent from 2007 (BEA 2008). Total economic impact from Kirtland AFB to the local community in 2008 was \$8.2 billion. This included gross employee payroll, other expenditures, and local job creation (U.S. Census Bureau 2008). The median household income of Bernalillo County in 2008 was \$46,740 and approximately 15.2 percent of the population of the county lives below the poverty level (U.S. Census Bureau 2008).

The total number of housing units in Bernalillo County in 2008 was estimated to be 275,405. Approximately 93 percent of those housing units were occupied. Of the occupied housing units, approximately 65 percent were owner-occupied and 35 percent were renter-occupied. The median 2008 value of the owner-occupied housing units is estimated to be \$187,000.

Approximately 21,857 housing units were estimated to be vacant in 2008. Table 3-2 summarizes the housing characteristics of Kirtland AFB in 2006.

**Table 3-2: Kirtland AFB Housing Characteristics**

<b>Housing</b>	<b>On-Base</b>	<b>Off-Base</b>
Active Duty/Students	1,462	2,240
Reserve	3	1,158
Dependents	5,134	5,572

Source: Kirtland AFB 2006

### **3.4.2 Environmental Justice**

EO 12898 (Environmental Justice) requires all Federal agencies to identify and address disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations. Although the majority of the population in Bernalillo County claims to be Caucasian, about 45 percent claim Hispanic origin and about 9 percent claim to be African American or Native American. In addition, over 14 percent of the Bernalillo County population is considered to live below the poverty level (U.S. Census Bureau 2008). Consequently, there is a potential to encounter environmental justice issues within the ROI. However, there are no private residential areas or businesses located within or near the project corridor, since the construction site is located on a military base.

EO 13045 (Protection of Children) requires each Federal agency “to identify and assess environmental health risks and safety risks that may disproportionately affect children,” and “ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.” In Bernalillo County, about 8 percent of the population are 5 years old or less and 25 percent are younger than 18 years (U.S. Census Bureau 2008). The nearest school is an elementary school located 500 feet from the Gibson Boulevard gate.

## **3.5 Biological Resources**

### **3.5.1 Terrestrial Vegetation Communities**

The proposed facility construction sites are located within developed areas of the Base. Grassland and pinyon-juniper woodlands are the dominant vegetation communities at Kirtland AFB. Where the soil has not been disturbed by construction and development, the grassland vegetation on Kirtland AFB is generally in excellent condition and is relatively free of

shrubs and subshrubs (Stephens and Associates 1996). Figure 3-2 presents a map of the different varieties of plant communities found at Kirtland AFB. Four main plant communities are found on Kirtland AFB:

- Coniferous and Mixed Woodland
- Montane Coniferous Forest
- Montane Scrub
- Plains-Mesa Sand Scrub

Transitional areas are found between these communities and contain a mixture of representative species from the bordering areas. The grasslands of non-developed areas of Kirtland AFB are influenced primarily by the Chihuahuan Desert. This community is found between elevations of 5,200 and 5,700 feet at Kirtland AFB. Primary grass species here include ring muhly (*Muhlenbergia torreyi*), Indian ricegrass (*Achnatherum hymenoides*), black grama (*Bouteloua eriopoda*), and spike dropseed (*Sporobolus contractus*). Shrubs commonly found in the grassland community include sand sage brush (*Artemisia tridentata*), winter fat (*Krascheninnikovia lanata*), and broom snakeweed (*Gutierrezia sarothrae*). Transitional shrublands can be found between the grassland and pinyon-juniper woodland communities, with many species from both communities inhabiting these areas (Kirtland AFB 2000b).

The pinyon-juniper woodland community ranges in elevation from 6,300 to 7,500 feet. This plant community is composed primarily of Colorado pinyon pine (*Pinus edulis*) and juniper (*Juniperus* sp.), with an understory of shrubs and grasses. At most elevations, this community consists of open woodland with grama dominating the understory. Other species associated with this plant community are broom snakeweed, rubber rabbitbrush (*Chrysothamnus nauseosus*), threadleaf groundsel (*Senecio flaccidus*), and alderleaf mountain mahogany (*Cercocarpus montanus*). The ponderosa pine woodland community is found in the highest elevations of the Withdrawal Area, typically between 7,600 to 7,988 feet. Primary species include ponderosa pine (*Pinus ponderosa*), Colorado pinyon pine, juniper, and Gambel oak (*Quercus gambelii*). Intermingled with these species are creeping barberry (*Berberis mahonia*), New Mexican locust (*Robinia neomexicana*), and snowberry (*Symphoricarpos albus*). One-seeded juniper is also present, as well as hoptree (*Ptelea trifoliata*) and alderleaf mountain mahogany (Kirtland AFB 2007).

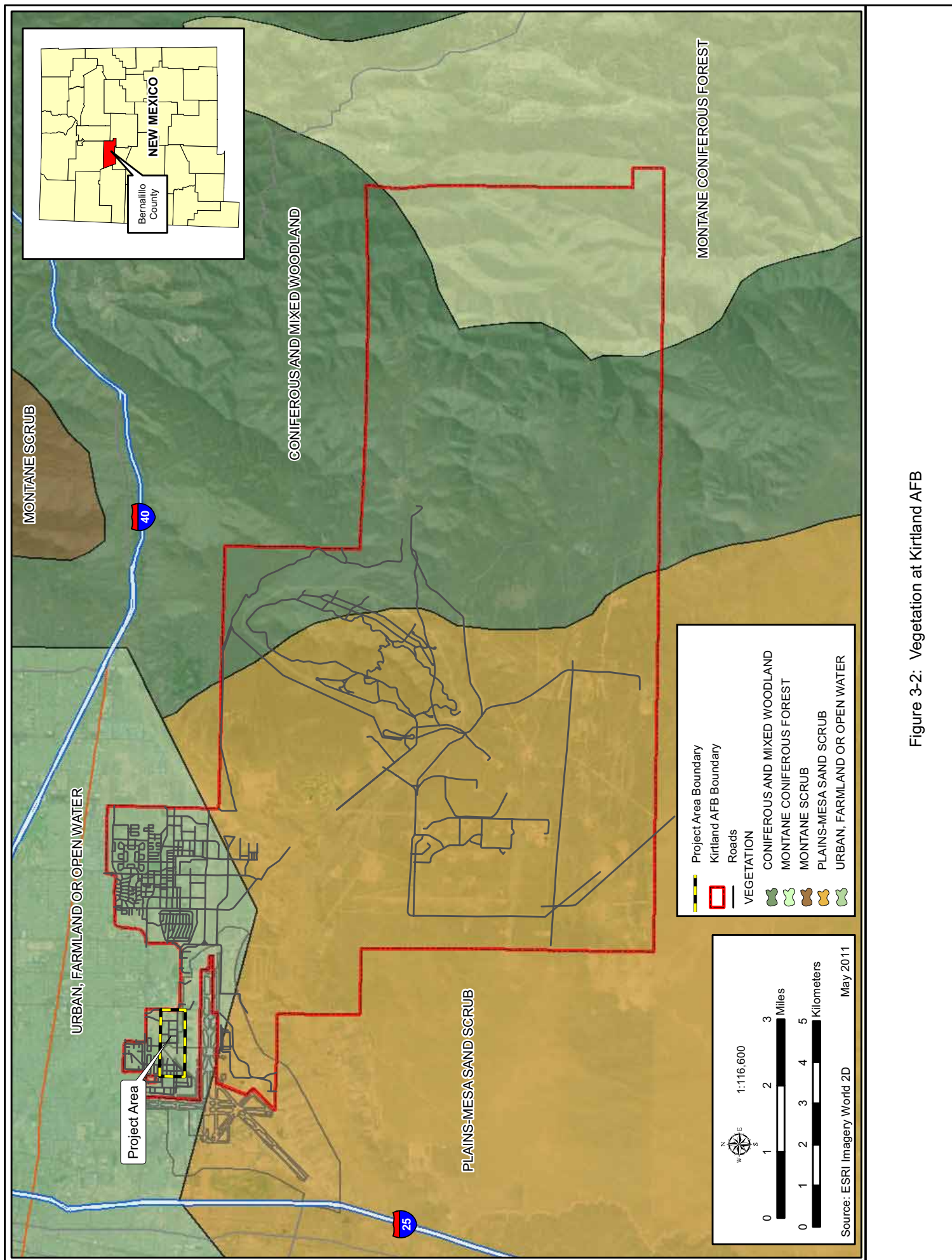


Figure 3-2: Vegetation at Kirtland AFB

The riparian/wetland/arroyo community consists of species that have a greater moisture requirement than species common to the other communities on the Base. These plant communities are found along Tijeras Arroyo, Arroyo del Coyote, and at the various springs located throughout Kirtland AFB. Species here include cottonwood (*Populus fremontii*), hoptree, Apache plume (*Fallugia paradoxa*), yerba mansa (*Anemopsis californica*), and salt cedar (*Tamarisk* spp.). Most of the small, scattered wetlands on Kirtland AFB are in good condition and occur in conjunction with other plant communities. The project corridor is located in the cantonment area of the 58<sup>th</sup> SOW campus where vegetation consists of landscaped shrubs and bushes with grasses that are regularly mowed.

### **3.5.2 Wetland and Freshwater Aquatic Communities**

The Rio Grande, which is located approximately 5 miles west of Kirtland AFB, is the major surface water body in the region. The Tijeras Arroyo and Arroyo del Coyote are the primary surface drainages of Kirtland AFB. Arroyo del Coyote flows into the Tijeras Arroyo approximately 1 mile west of the Tijeras Arroyo Golf Course (Figure 3-3). Both of these channels are ephemeral streams and contain surface water only during and shortly after rainfall events. Perennial surface water bodies at Kirtland AFB are typically small and scattered, including Coyote Springs, Sol de Mete Spring, and ponds on the golf course (Kirtland AFB 2005b). There are no wetlands or fresh water aquatic communities located near the construction project corridor.

### **3.5.3 Wildlife**

The campus cantonment area, where the construction activities would occur, is developed and only supports wildlife adapted to urban environments. Rabbits (Family Leporidae) and rodents, primarily Families Muridae (rats and mice) and Sciuridae (squirrels), frequent grassy developed areas. Populations of rabbits and rodents will occasionally attract coyotes (*Canis latrans*) and other species that prey upon them. Gopher snakes (*Pituophis catenifer*) and western rattlesnakes (*Crotalus viridis helleri*) have also been observed at the semi-improved lands. Common bird species include European starling (*Sturnus vulgaris*), American robin (*Turdus migratorius*), pigeon (*Columbia livia*), and great-tailed grackle (*Quiscalus mexicanus*) (Kirtland AFB 2007).



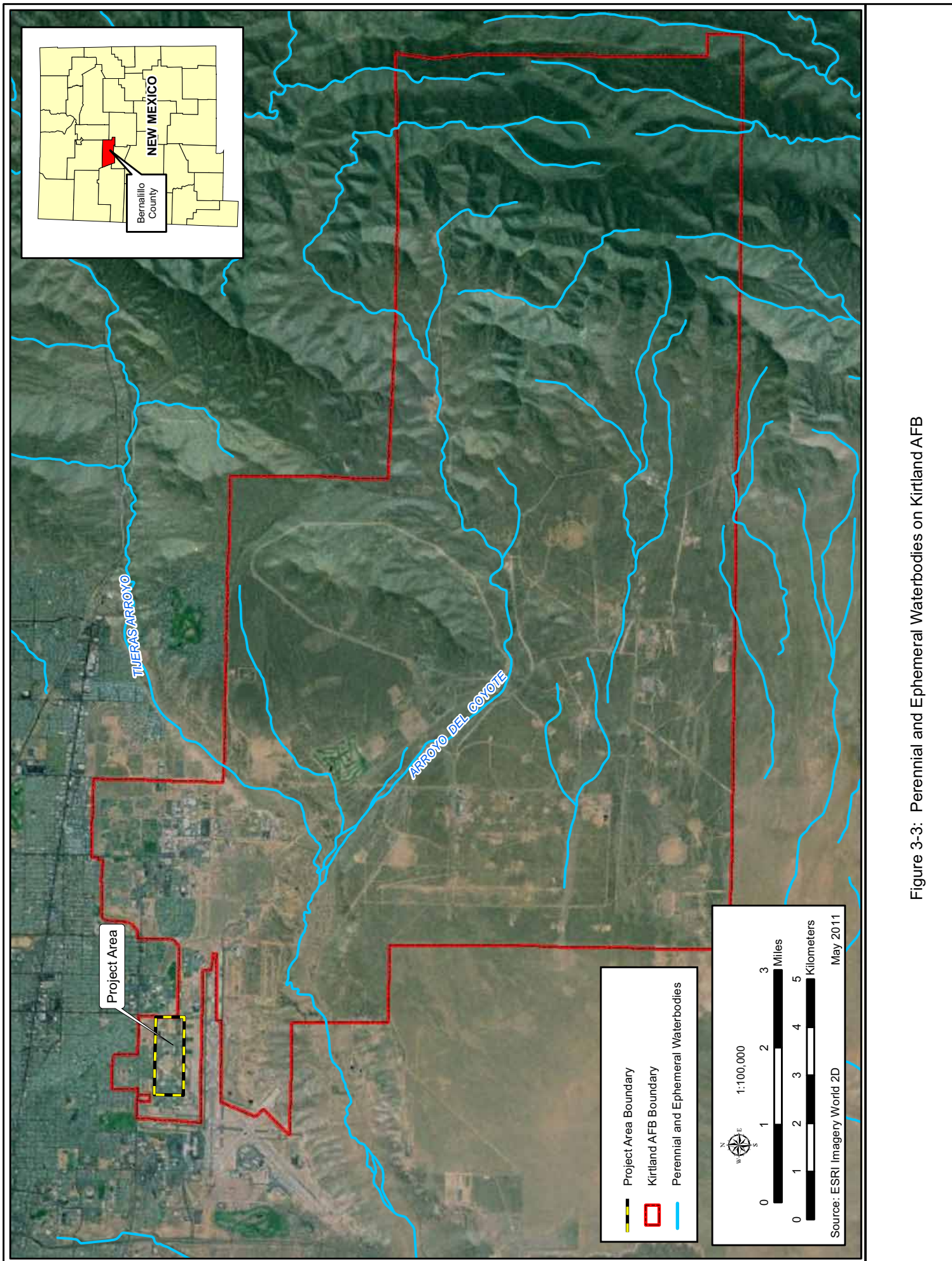


Figure 3-3: Perennial and Ephemeral Waterbodies on Kirtland AFB



Wildlife communities outside of the developed areas on Kirtland AFB are typical of those found in woodland and grassland habitats in central New Mexico. The composition of these communities is dependent upon the quality and quantity of available habitat that meets the needs of individual wildlife species (Stephens and Associates 1996). Species may be transient and travel or inhabit several communities, or exist in transitional areas between vegetation communities.

Terrestrial vertebrate classes occurring within Kirtland AFB boundaries include mammals, birds, amphibians, and reptiles. Common birds associated with the grasslands at Kirtland AFB include horned lark (*Eremophila alpestris*), scaled quail (*Callipepla squamata*), mourning dove (*Zenaida macroura*), northern mockingbird (*Mimus polyglottos*), crissal thrasher (*Toxostoma crissale*), lark sparrow (*Chondestes grammacus*), black-throated sparrow (*Amphispiza bilineata*), and western meadowlark (*Sturnella neglecta*). Raptor species known or expected to be found in the grassland habitat include northern harrier (*Circus cyaneus*), red-tailed hawk (*Buteo jamaicensis*), Swainson's hawk (*Buteo swainsoni*), American kestrel (*Falco sparverius*), and prairie falcon (*Falco mexicanus*). Owls associated with the grasslands include great horned owl (*Bubo virginianus*) and burrowing owl (*Athene cunicularia*). Additionally, turkey vultures (*Cathartes aura*) are common scavengers in this habitat (Peterson 1990).

Rabbits, hares, and rodents dominate the small mammal community in the grasslands. These include desert cottontail (*Sylvilagus auduboni*), black-tailed jack rabbit (*Lepus californicus*), spotted ground squirrel (*Spermophilus spilosoma*), and Gunnison's prairie dog (*Cynomys gunnisoni*). A wide variety of mice and rats utilize this habitat including silky pocket mouse (*Perognathus flavus*), several species of kangaroo rats (*Dipodomys* spp.), western harvest mouse (*Reithrodontomys megalotis*), deer mouse (*Peromyscus maniculatus*), white-footed mouse (*Peromyscus leucopus*), and northern grasshopper mouse (*Onychomys leucogaster*). Mammalian predators in the grassland community include the coyote, kit fox (*Vulpes macrotis*), American badger (*Taxidea taxus*), striped skunk (*Mephitis mephitis*), and bobcat (*Lynx rufus*). Pronghorn (*Antilocapra americana*) are common grazers in these grasslands (Reid 2006).

A diverse assemblage of reptiles and amphibians are found within Kirtland AFB grasslands. Many amphibian species have extensive periods of dormancy during dry conditions, and rapid breeding cycles when temporary ponds appear after rains. Amphibians commonly found on Kirtland AFB and in the Withdrawal Area include Woodhouse's toad (*Bufo woodhousei*), red-

spotted toad (*Bufo punctatus*), and New Mexico spadefoot toad (*Spea multiplicata*). Reptiles found within Kirtland AFB grasslands include turtles, lizards, and snakes. Western box turtle (*Terrepenne ornata*) is the only terrestrial chelonian species expected to be found in the grassland habitat. Lizards within this habitat include little-striped whiptail (*Aspidoscelis inornata*), short-horned lizard (*Phrynosoma douglasii*), and lesser earless lizard (*Holbrookii maculata*). Snake species would include garter snake (*Thamnophis* sp.), gopher snake, western rattlesnake, and glossy snake (*Arizona elegans*) (Stebbins 2003).

Most of the species described in the grassland communities extend into the pinyon-juniper woodland community, at least in the open savannas of the lower elevations. Among the reptiles and amphibians present in the woodlands are tiger salamander (*Ambystoma tigrinum*), Chihuahuan spotted whiptail (*Aspidoscelus exsanguis*), ornate tree lizard (*Urosaurus ornatus*), and spiny lizards (*Sceloporus* spp.). Snakes occurring in this habitat include western diamondback rattlesnake (*Crotalus atrox*), mountain patch-nose snake (*Salvadora grahamiae*), and desert striped whipsnake (*Masticophis taeniatus*) (Stebbins 2003).

Birds found in this community include Cooper's hawk (*Accipiter cooperii*), common poorwill (*Phalaenoptilus nuttallii*), black-chinned hummingbird (*Archilochus alexandri*), northern flicker (*Colaptes auratus*), ladder-backed woodpecker (*Picoides scalaris*), Cassin's kingbird (*Tyrannus vociferans*), ash-throated flycatcher (*Myiarchus cinerascens*), western wood-pewee (*Contopus sordidulus*), western scrub jay (*Aphelocoma californica*), common raven (*Corvus corax*), juniper titmouse (*Baeolophus ridgwayi*), mountain chickadee (*Poecile gambeli*), western bluebird (*Sialia mexicana*), Townsend's solitaire (*Myadestes townsendi*), American robin, yellow-rumped warbler (*Dendroica coronata*), western tanager (*Piranga ludoviciana*), black-headed grosbeak (*Pheucticus melanocephalus*), and chipping sparrow (*Spizella passerina*) (Peterson 1990).

Mammal communities also gradually change with the transition between grassland and woodland vegetation. This transition often corresponds to an increase in the coarseness of the soil and the frequent occurrence of rock outcrops, which are essential elements in the preferred habitat of some mammalian species. Mammals found primarily in the woodlands on Kirtland AFB include the Colorado chipmunk (*Tamias quadrivittatus*), rock squirrel (*Spermophilus variegatus*), rock pocket mouse (*Chaetodipus intermedius*), brush mouse (*Peromyscus boylii*), pinyon mouse (*Peromyscus truei*), northern rock mouse (*Peromyscus nasutus*), and white-throated woodrat (*Neotoma albigula*). Larger mammals that may occur in more densely wooded

areas at higher elevations include mule deer (*Odocoileus hemionus*), gray fox (*Urocyon cinereoargenteus*), mountain lion (*Puma concolor*), and black bear (*Ursus americanus*) (Reid 2006).

#### **3.5.4 Threatened and Endangered and Special Status Species**

Sensitive species, as used herein, are those plant and animals species that are protected by the Federal government under the Endangered Species Act (ESA), or by the State of New Mexico under the Wildlife Conservation Act (WCA) or the New Mexico Endangered Plant Species Act. The USFWS has the responsibility to identify and conserve species protected under the ESA. These species are listed as either threatened or endangered. In addition, the USFWS has identified species that are candidates for listing. The New Mexico Department of Game and Fish (NMDGF) is responsible for those species protected by the WCA. The New Mexico Energy, Minerals, and Natural Resources Department (NMEMNRD) maintains a listing of state threatened and endangered plants that are protected under the New Mexico Endangered Plant Species Act.

Federal and state-listed species which may occur on Kirtland AFB are shown in Table 3-3. The categorization of “sensitive” or “species of concern,” for some species in Table 3-3, carries no legal requirements or protections. It simply identifies those species that deserve special consideration in management and planning, and alerts land managers to the need for caution in management where these taxa may be affected (NMDGF 2006). Species of concern may be protected under other Federal or state laws, such as the Migratory Bird Treaty Act (MBTA). A complete list of both Federal and state sensitive species can be found in Appendix A.

In addition to the ESA and WCA, migratory birds also protected under the MBTA. The MBTA prohibits the take of migratory birds, their nests, and their eggs except for military readiness activities. An individual certified by USFWS is required to relocate nests and eggs of birds protected under the MBTA. In addition, the disturbance, relocation, or removal of an occupied nest of a listed species (e.g., western burrowing owls) would require a permit from the USFWS.

The cantonment area of Kirtland AFB does not provide suitable habitat to support most of the Federal and state species listed as threatened, endangered, or species of concern in Bernalillo County (see Table 3-3). The only species that would potentially occur within the cantonment

area would be the spotted bat (*Euderma maculatum*) and the western burrowing owl (*Athene cunicularia*).

**Table 3-3: Federal-and State-Listed Species for Bernalillo County, New Mexico, Potentially Occurring on Kirtland AFB**

Common Name	Scientific Name	USFWS ESA	NMDGF	Possible Habitat at Construction Sites
Rio Grande silvery minnow	<i>Hybognathus amarus</i>	E	E	No
Black-footed ferret	<i>Mustela nigripes</i>	E		No
Neotropic cormorant	<i>Phalacrocorax brasilianus</i>		T	No
Bald eagle	<i>Haliaeetus leucocephalus</i>	D	T	No
Common black-hawk	<i>Buteogallus anthracinus anthracinus</i>		T	No
Aplomado falcon	<i>Falco femoralis septentrionalis</i>		E	No
American peregrine falcon	<i>Falco peregrinus anatum</i>	SOC	T	No
Arctic peregrine falcon	<i>Falco perigrinus tundrius</i>	SOC	T	No
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T		No
White-eared hummingbird	<i>Hylocharis leucotis borealis</i>		T	No
Broad billed hummingbird	<i>Cygnathus latirostris magicus</i>		T	No
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E	E	No
Brown pelican	<i>Pelicanus occidentalis carolinensis</i>		E	No
Yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	C		No
Bell's vireo	<i>Vireo bellii</i>		T	No
Gray vireo	<i>Vireo vicinior</i>		T	No
Baird's sparrow	<i>Ammodramus bairdii</i>	SOC	T	No
Black tern	<i>Chlidonias niger</i>	SOC		No
Mountain plover	<i>Charadrius montanus</i>	SOC		No
Spotted bat	<i>Euderma maculatum</i>		T	Yes
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	SOC		No
Western burrowing owl	<i>Athene cunicularia</i>	SOC		Yes
Gunnison's prairie dog	<i>Cynomys gunnisoni</i>	SOC		No
New Mexican jumping mouse	<i>Zapus hudsonius luteus</i>	C	E	No
Pecos river muskrat	<i>Ondatra zibethicus ripensis</i>	SOC		No
Santa Fe milkvetch	<i>Astragalus feensis</i>	SOC		No
La Jolla prairie clover	<i>Dalea scariosa</i>	SOC		No
Sapello Canyon larkspur	<i>Delphinium sapellonis</i>	SOC		No
Sandia alumroot	<i>Heuchera pulchella</i>	SOC		No
Plank's catchfly	<i>Silene plankii</i>	SOC		No

E – Endangered T – Threatened D – Delisted C – Candidate species SOC – Species of concern  
Source: NMDGF 2008, USFWS 2008

The spotted bat is listed as threatened by NMDGF, and potentially occurs in Bernalillo County (NMDGF 2006). It is generally believed that spotted bats roost in crevices located in cliffs or under loose rocks and rocky areas. In New Mexico, this bat was documented as occurring only during the warmer months from April through September; however, it was suggested that this

species may summer in forested areas at higher elevations and migrate through lower elevations during other seasons (NMDGF 2008a). More recently, the use of a building as a winter roost by spotted bats was documented from a warehouse in Albuquerque, New Mexico (Sherwin and Gannon 2005). Spotted bats have also been observed on a building at Holloman AFB during the summer (New Mexico Natural Heritage Program [NMNHP] 1996). This information leads to the possibility of spotted bats making use of buildings or other structures within the cantonment area as roosting habitat.

Western burrowing owls are an ESA Species of Concern and are native to New Mexico. In 1996 the nominate species *Athene cunicularia* and the subspecies *A. c. hypugea* were listed under the NMNHP State Rank as "Apparently Secure" for the breeding population and "Apparently Secure" for the nonbreeding or migratory population. However, in 2006, the western burrowing owl was identified as a species of greatest conservation need in the *Comprehensive Wildlife Conservation Strategy for New Mexico* (NMDGF 2008b). The burrowing owl breeding season begins in March and continues through July, and the incubation period for eggs is 15 to 28 days. Juvenile burrowing owls are able to take short flights within 4 weeks of hatching and fledging occurs approximately 44 days post-hatching (Landry 1979). Burrowing owls breed in grasslands, prairies, or open areas near human habitation, especially golf courses and airports (NMDGF 2008b). The affinity of this species for areas near human habitation would lead to the possibility of burrowing owls occurring within the cantonment area on Kirtland AFB.

### **3.6 Earth Resources**

#### **3.6.1 Water Resources**

##### ***Surface Water***

The Rio Grande, which is located approximately 5 miles west of Kirtland AFB, is the major surface water body in the region. As mentioned previously, the Tijeras Arroyo and Arroyo del Coyote are the primary surface drainages of Kirtland AFB. Arroyo del Coyote flows into the Tijeras Arroyo approximately 1 mile west of the Tijeras Arroyo Golf Course (see Figure 3-3). Both of these channels are ephemeral streams and provide surface water only during and shortly after rainfall events.

Tijeras Arroyo, with a drainage area of approximately 5 square miles, is not meeting state and Federal standards for fecal coliforms and is listed on the New Mexico CWA 303(d) (2008-2010)

list of impaired waters as not meeting two of its designated uses. Table 3-4 presents the designated uses, probable causes of impairment, and probable sources of impairment for the Tijeras Arroyo watershed.

**Table 3-4: New Mexico CWA 303(d) List of Impairments for Tijeras Arroyo**

<b>Tijeras Arroyo</b>	
<b>Class of Information</b>	<b>Water Quality Data</b>
Hydrologic Unit Code (HUC)	13020203
NM Assessment Unit ID:	NM-9000.A_001
Designated Uses	Aquatic Life: Not Supporting Livestock Watering: Fully Supporting Secondary Contact: Fully Supporting Warmwater Aquatic Life: Not Supporting Wildlife Habitat: Fully Supporting
Probable Causes of Impairment	Benthic-Macroinvertebrate Bioassessments Nutrient/Eutrophication Biological Indicators
Probable Sources of Impairment	Channelization Drought-related Impacts On-site Treatment Systems (Septic Systems and Similar Decentralized Systems) Rangeland Grazing Wastes from Pets

Source: New Mexico 2008-2010 CWA 303(d) list.

### ***Hydrogeology/Groundwater***

Generally, the upper unit of the Santa Fe Formation contains the most productive portion of the regional aquifer that supplies groundwater to the City of Albuquerque and Kirtland AFB. The Base uses five wells, with a depth range of 450 to 1,000 feet BGS, to provide over 960 million gallons of water per year. One inactive well is also available for emergency situations. High arsenic levels are present in much of the groundwater; however, only two wells have elevated arsenic levels, and a water-blending system is utilized to lower the arsenic levels in the Base potable water supply. The Base also purchases water from the City of Albuquerque to accommodate peak water demands or low water levels within the aquifer. In 2004, Kirtland AFB purchased nearly 9 million gallons of water from the City of Albuquerque (Kirtland AFB 2005 and 2005a). The groundwater contains elevated levels of arsenic and copper, but no contaminants exceed the safe drinking water standards established by USEPA under the Safe Drinking Water Act (Kirtland AFB 2005a); Kirtland's potable water supply system has not exceeded copper levels within the past 5 years. There are also multiple shallow zones of perched water that may not be continuous, located at approximately 300 to 400 feet BGS. Groundwater investigations conducted in the mid-1990s identified trichloroethane (TCE) and

nitrate as the primary contaminants of concern. No potable water wells are in the perched aquifer.

### ***Floodplains***

EO 11988, *Floodplain Management*, directs Federal agencies to avoid developments within floodplains. The 100-year floodplains of the Tijeras Arroyo and Arroyo del Coyote are contained within the arroyos' channels. Floods generally occur between May and October and are characterized by high peak flows with small volumes that are short-lived. Over 95 percent of the water that flows through the Tijeras Arroyo evaporates before it reaches the Rio Grande; the remaining 5 percent contributes to groundwater recharge and minor discharge into the Rio Grande (Kirtland AFB 2005b). None of the proposed construction sites are located within a 100-year floodplain.

### **3.6.2 Soils**

Kirtland AFB is located in the Albuquerque Basin most of which consists of poorly consolidated sediments that eroded from the surrounding mountains following previous faulting and geologic activity. These sediments, known as the Santa Fe Group, are overlain in places by the 5.3 to 1.6-million-year-old Ortiz gravel deposits. In certain places, Rio Grande soil types and volcanic deposits are interspersed. In the eastern half of the installation, bedrock is exposed in a series of northeast trending geologic structures. This area consists primarily of granite, metamorphic rock, and marine carbonate rocks that are approximately 57.0 million years old (Kirtland AFB 2007). The dominant soils of the Albuquerque Basin are well-drained and loamy, with minor amounts of gravelly and stony soils along the mountains and arroyos. The soils types at the construction site consist of Wink-Madurez sediments, which are well-drained, loamy fine sand with moderate permeability and slow to medium runoff rates (National Resources Conservation Service 2006). Figure 3-4 presents a map of the different soil types that were identified on Kirtland AFB.

## **3.7 Air Quality**

### **3.7.1 Regulatory Setting**

The USEPA established National Ambient Air Quality Standards (NAAQS) for specific pollutants. The NAAQS standards are classified as either "primary" or "secondary" standards. The major pollutants of concern, or criteria pollutants, are carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter less than 10 microns (PM-10), and

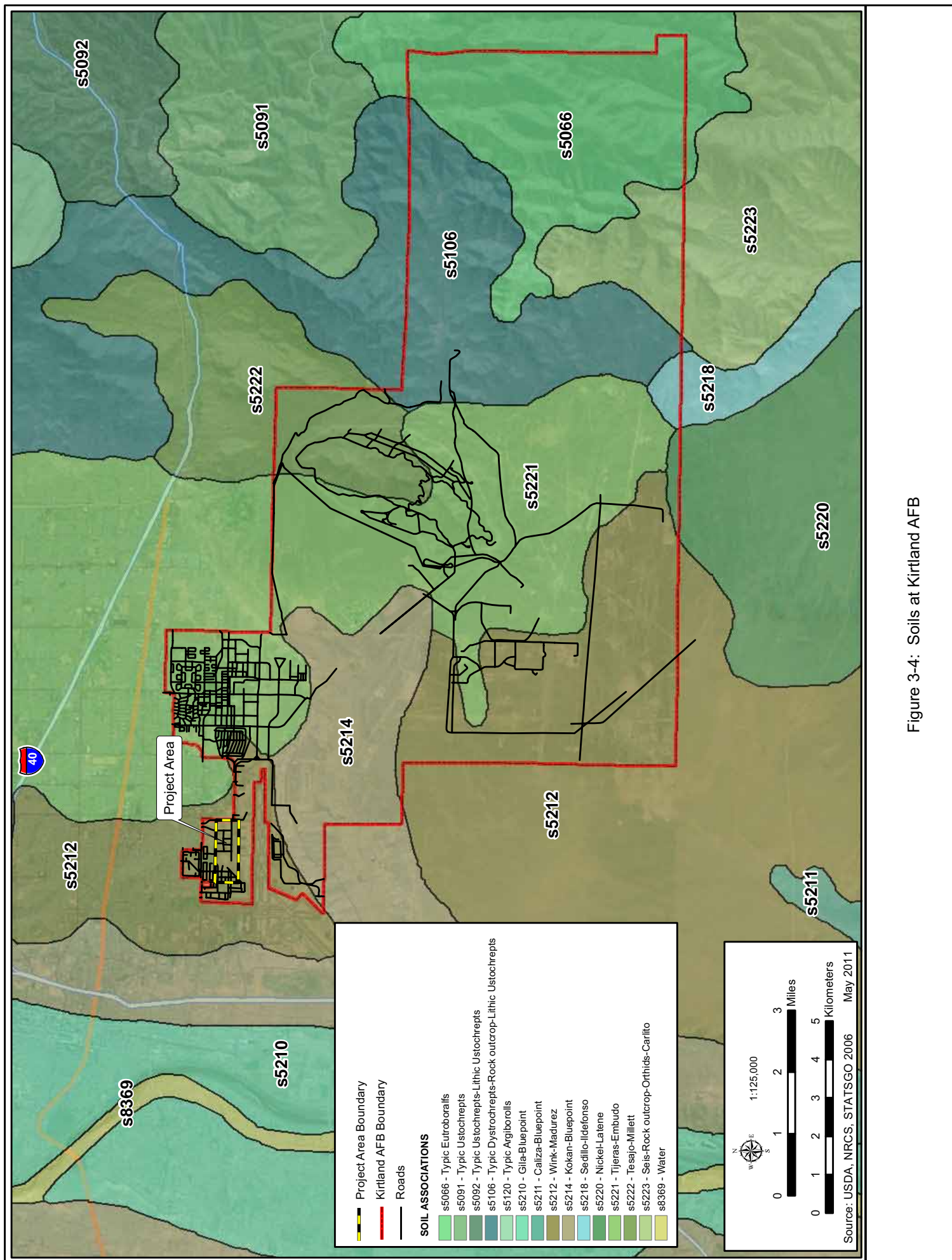


Figure 3-4: Soils at Kirtland AFB



lead. NAAQS represent the maximum levels of background pollution that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The New Mexico Environment Department (NMED) adopted similar, although more stringent, New Mexico Ambient Air Quality Standards (NMAAQS). The NMED manages air quality for the State of New Mexico outside of Bernalillo County and is responsible for monitoring and enforcing Federal air quality standards and regulations.

The Albuquerque/Bernalillo County Air Quality Control Board (AQCB) is the Federally delegated air quality authority for Albuquerque and Bernalillo County. The AQCB administers and enforces the CAA and the New Mexico Air Quality Control Act in the Albuquerque/Bernalillo County area. The Albuquerque Environmental Health Department, Air Quality Division, is the local agency that governs air quality issues on Kirtland AFB. The AQCB enforces Chapter 2 of Title 20 of the New Mexico Administrative Code (NMAC).

Areas that do not meet these NAAQS or NMAAQS standards are called non-attainment areas or maintenance areas; areas that meet both primary and secondary standards are known as attainment areas. The Federal Conformity Final Rule (40 CFR Parts 51 and 93) specifies criteria or requirements for conformity determinations for Federal projects. The rule mandates that a conformity analysis must be performed when a Federal action generates air pollutants in a region that was designated as a non-attainment or maintenance area for one or more NAAQS. A conformity analysis is the process used to determine whether a Federal action meets the requirements of the General Conformity Rule. It requires the responsible Federal agency to evaluate the nature of the proposed action and associated air pollutant emissions, calculate emissions as a result of the proposed action, and mitigate emissions if *de minimis* thresholds are exceeded.

Bernalillo County is a maintenance area for CO, but is in attainment for all other Federal NAAQS and state NMAAQS. Although Albuquerque-Bernalillo County is under a 20-year State Implementation Plan (SIP) to reduce CO emissions, the air quality in Bernalillo County has improved to the extent that, as a result of the 10-year review, the AQCB approved a CO Limited Maintenance Plan, which has eliminated the requirement for General Conformity analyses. In addition, Bernalillo County is included in a SIP to control regional haze. In 1999, the USEPA issued regulations to address regional haze in 156 National Parks and Wilderness Areas across the country (64 FR 35714). The goal of the Regional Haze Rule (RHR) is to eliminate

anthropogenic visibility impairment in National Parks and Wilderness Areas. It contains strategies to improve visibility over the next 60 years, and requires states to adopt implementation plans to address regional haze (AQCB 2008).

Kirtland AFB also possesses air emission source registrations, construction permits, open burning permits, and fugitive dust control permits, all of which include operating or emission limits to ensure compliance with the CAA. Title V of the CAA requires operating permits by states for major stationary sources of air pollution. Kirtland AFB is also considered a synthetic minor source of hazardous air pollutants under Title I, Section 112 of the CAA. Kirtland AFB's mission-related air emissions are from training exercises, aircraft engine testing, activities related to aircraft refueling and maintenance, explosive ordnance disposal, fuel storage and distribution, and corrosion control activities. Non-mission related air emissions come from external combustion engines, internal combustion engines, and vehicle refueling and maintenance. Kirtland AFB possesses stationary air permits for the 58<sup>th</sup> SOW Jet Engine Test Cell, gas-fired generators, corrosion control facility, and paint booth.

### **3.8 Greenhouse Gases and Climate Change**

Global climate change refers to a change in the average weather on the earth. GHGs are gases that trap heat in the atmosphere. They include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), fluorinated gases including chlorofluorocarbons (CFC) and hydrochlorofluorocarbons (HFC), and halons, as well as ground-level O<sub>3</sub> (California Energy Commission 2007).

The major GHG-producing sectors in society include transportation, utilities (e.g., coal and gas power plants), industry/manufacturing, agriculture, and residential. End-use sector sources of GHG emissions include transportation (40.7 percent), electricity generation (22.2 percent), industry (20.5 percent), agriculture and forestry (8.3 percent), and other (8.3 percent) (California Energy Commission 2007). The main sources of increased concentrations of GHG due to human activity include the combustion of fossil fuels and deforestation (CO<sub>2</sub>), livestock and rice farming, land use and wetland depletions, landfill emissions (CH<sub>4</sub>), refrigeration system and fire suppression system use and manufacturing (CFC), and agricultural activities, including the use of fertilizers.

Historically, the aviation sector is responsible for about 2.6 percent of the GHG emissions in the Nation, with the U.S. military contributing only a small portion of the total. Military aviation used approximately 0.5 percent of the U.S. aviation fuel in 2000 (USEPA 2006). Non-aviation transportation emits 25 percent, industry emits 41 percent, and other sources emit 34 percent of the GHGs in the U.S. (USEPA 2006b).

### **3.8.1 Regulatory Overview of Federal GHG Rules**

The regulatory framework for GHG has changed rapidly over the past few years. Beginning with the Supreme Court decision on April 2, 2007, in *Massachusetts v. USEPA*, 549 U.S. 497 (2007), a number of Federal legislative actions were enacted to control GHG emissions. The following sections highlight the important legislative events that shape the analysis of GHGs in this NEPA document.

#### **3.8.1.1 Final Mandatory GHG Inventory Rule**

In response to the Consolidation Appropriations Act (House Resolution [H.R.] 2764; Public Law 110–161), USEPA has issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires large sources that emit 27,577 U.S. tons or more per year of GHG emissions to report GHG emissions in the U.S., collect accurate and timely emissions data to inform future policy decisions, and submit annual GHG reports to USEPA. The final rule was signed by the Administrator on 22 September 2009, published in the *Federal Register* on 30 October 2009, and made effective 29 December 2009. Kirtland AFB performed a base-wide GHG emission inventory in 2011 and found that all operations at Kirtland AFB produce a total of 21,054 U.S. tons of GHG annually.

#### **3.8.1.2 Final Endangerment Finding**

On December 7, 2009, the Administrator signed two findings regarding GHGs under Section 202(a) of the CAA:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings themselves do not impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the USEPA's proposed GHG standards for light-duty vehicles, which were jointly proposed by the USEPA and the Department of Transportation's National Highway Safety Administration (NHTSA) on September 15, 2009.

#### **3.8.1.3 Prevention of Significant Deterioration and Title V GHG Tailoring Rule**

On September 30, 2009, USEPA announced a proposal that is focused on large facilities emitting over 25,000 metric tons of GHGs per year. The Prevention of Significant Deterioration (PSD) is the permit program designed to minimize emissions from new and existing sources. These facilities would be required to obtain permits that would demonstrate that they are using the best practices and technologies to minimize GHG emissions. The proposed thresholds would "tailor" the permit programs to limit which facilities would be required to obtain New Source Review (NSR) under the Title V permits. The new program would cover nearly 70 percent of the National GHG emissions that come from stationary sources. Facilities with GHG emissions below this threshold would not be required to obtain a PSD permit.

#### **3.8.1.4 Light-Duty Vehicle GHG Emissions Standards and Corporate Average Fuel Economy Standards**

On September 15, 2009, USEPA and the NHTSA proposed a program that would dramatically reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S. The combined standards that make up this proposed National program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They would require these vehicles to meet an estimated combined average emissions level of 250 grams of CO<sub>2</sub> per mile, equivalent to 35.5 miles per gallon (MPG).

#### **3.8.2 Executive Order 13514**

EO 13514, *Federal Leadership in Environmental, Energy, and Economic Performance*, signed on October 5, 2009, directs Federal agencies to reduce GHG emissions and address climate change in NEPA analysis. It expands upon the energy reduction and environmental performance requirements of EO 13423, *Strengthening Federal Environmental, Energy, and Transportation Management*. It identifies numerous energy goals in several areas, including GHG management, management of sustainable buildings and communities, and fleet and transportation management.

### **3.8.2.1 GHG Management**

The new EO (13514) establishes GHG emission reductions as an overarching, integrating performance metric for all Federal agencies and requires a deliberative planning process. Federal agencies are required to adhere to scheduled GHG management goals outlined in EO 13423. Federal agencies must also enhance efforts toward sustainable buildings and communities. Specific requirements include implementing high performance sustainable Federal building design, construction, operation and management, maintenance, and deconstruction by ensuring that all new Federal buildings entering the design phase in 2020 or later are designed to achieve zero net energy consumption by 2030. Zero net energy consumption means that the amount of energy provided by on-site renewable sources is equal to the amount of energy used by the building.

### **3.8.2.2 Exemption for Military Tactical Vehicles**

EO 13514 requires Federal agencies to consider fleet and transportation management during GHG inventory and mitigation processes. The only type of vehicle specifically exempted in EO 13514 is a military tactical vehicle. Under EO 13514, Sec. 2 (a), the administration states that “greenhouse gas emission targets shall exclude direct emissions from excluded vehicles.” In Section 19 (h), excluded vehicles and equipment means “any vehicle, vessel, aircraft, or non-road equipment used in combat support, combat service support, tactical or relief operations, or training for such operations.” In addition, EO 13514 Sec. 18 (c) (i) states that the Secretary of Defense has the option to exempt “military tactical vehicles,” but also goes on to advise in Sec. 18 (d), “to the maximum extent practical, and without compromising national security, each agency shall strive to comply with the purposes, goals, and implementation steps in this order.”

### **3.8.3 GHG Threshold of Significance**

The CEQ provided Draft guidelines for determining meaningful GHG decision-making analysis. The CEQ GHG guidance is currently undergoing public comment at this time; however, the Draft guidance states that if the Proposed Action would be reasonably anticipated to cause direct emissions of 27,557 U.S. tons or more of carbon dioxide or carbon dioxide equivalents (CO<sub>2</sub>e) GHG emissions on an annual basis, agencies should consider this an indicator that a quantitative and qualitative assessment may be meaningful to decision makers and the public. Carbon dioxide equivalents are greenhouse gases other than CO<sub>2</sub> that include CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFC, perfluorocarbons, and sulfur hexafluoride. These GHGs have varying heat-trapping abilities and atmospheric lifetimes. CO<sub>2</sub> equivalency (CO<sub>2</sub>e) is a measuring methodology used

to compare the heat-trapping impact from various greenhouse gases relative to CO<sub>2</sub>. Some gases have a greater global warming potential than others. Nitrous oxides (NO<sub>x</sub>), for instance, have a global warming potential that is 310 times greater than an equivalent amount of CO<sub>2</sub> and CH<sub>4</sub> is 21 times greater than an equivalent amount of CO<sub>2</sub>.

For long-term actions that have annual direct emissions of less than 27,557 U.S. tons of CO<sub>2</sub>e, CEQ encourages Federal agencies to consider whether the action's long-term emissions should receive similar analysis. CEQ does not propose this as an indicator of a threshold of significant effects, but rather as an indicator of a minimum level of GHG emissions that may warrant some description in the appropriate NEPA analysis for agency actions involving direct emissions of GHGs (CEQ 2110).

#### **3.8.4 New Mexico GHG Rules and Reporting**

The NMED issued 2010 Greenhouse Gas Reporting Requirements and Guidance 20.11.48 NMAC (February 5, 2010, revised). These rules do not apply to Kirtland AFB because it is not an air pollution source outlined in the code (e.g., petroleum refineries and cement manufacturers). However, per 20.11.47 NMAC, the Albuquerque Environmental Health Department (AEHD) Air Quality Division may request a greenhouse gas emission inventory at any time (20.11.47.15 NMAC). At the time of writing this EA, NMED has not created any long-term GHG reduction goals; they are currently developing a GHG reporting system and compiling an inventory of annual GHG emissions.

The NMED Report, *New Mexico Greenhouse Gas Inventory and Reference Case Projections, 1990-2020*, contains an inventory of New Mexico's GHG emissions from 1990 to 2000. In 1990, New Mexico emitted GHGs in the amount of 47.6 million metric tons of CO<sub>2</sub> (MMTCO<sub>2</sub>E). In 2000, GHG emissions increased to 62.0 MMTCO<sub>2</sub>E, an overall increase of 30 percent, from 1990 to 2000. Emissions from the agriculture and waste sectors increased by 33 and 50 percent, respectively, compared to a 200 percent growth in emissions from industrial processes, due mostly to a growth in substitutes for ozone-depleting substances.

#### **3.9 Hazardous Materials and Waste Management**

The Kirtland AFB Hazardous Waste Management Plan (Kirtland AFB 2004) provides guidelines for hazardous waste management. Kirtland AFB is a large-quantity generator of hazardous waste (NMED 2007) and has several 90-day hazardous waste accumulation areas (Kirtland

AFB 2010). Hazardous waste management at Kirtland AFB adheres to Resource Conservation and Recovery Act (RCRA) and the Hazardous Waste Management Plan establishes the procedures to comply with applicable Federal, state, and local standards for solid waste and hazardous waste management. Typical hazardous wastes generated at the Base include waste paint, paint stripper, paint-contaminated rags, and degreasers.

### **3.10 Safety and Occupational Health**

Air Force host and tenant safety offices are responsible for implementing the Air Force Safety Program. The host safety office implements mishap prevention programs and processes for all Air Force units and programs on-base unless otherwise outlined in a Host/Tenant Support Agreement. Safety staff at all levels assist with implementation and integration of operational risk management into all Air Force operations and missions. With the help of the Base safety office, commanders, functional managers, supervisors, and individuals identify rules, criteria, procedures, Occupational Safety and Health Administration (OSHA), Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH), explosive safety, or other safety standards that could help eliminate unsafe acts or conditions that cause mishaps (AFI 91-202). Detailed SOPs were established to fulfill many health and safety requirements. Personnel involved with different test equipment are instructed on the use of equipment and personal protective equipment.

#### **3.10.1 Bird-Aircraft Strike Hazard (BASH)**

BASH constitutes a safety concern because of the potential for damage to aircraft or local populations if an aircraft crash should occur in a populated area. Aircraft may occasionally encounter birds at altitudes of 30,000 feet above mean sea level (MSL) or higher; however, most birds fly close to the ground. Over 97 percent of reported bird strikes occur between 1 and 3,500 feet above ground level (AGL). Approximately 30 percent of bird strikes happen in the airport environment, and almost 78 percent occur during climbing and low-altitude flights (Air Force Safety Center [AFSC] 2006).

### **3.11 Noise**

#### **3.11.1 Background Information**

Noise is generally described as unwanted sound, which can be based either on objective effects (*i.e.*, hearing loss, damage to structures, etc.) or subjective judgments (*e.g.*, community annoyance). Sound is usually represented on a logarithmic scale with a unit called the decibel

(dB). Sound on the decibel scale is referred to as sound level. The threshold of human hearing is approximately 3 dB, and the threshold of discomfort or pain is around 120 dB. The characteristics of sound include parameters such as amplitude (loudness), frequency (pitch), and duration. Sound varies over an extremely large range of amplitudes. The decibel (dB) is the accepted standard unit for describing levels of sound, and is expressed in logarithmic units to account for the large variations in amplitude.

Noise levels occurring at night generally produce a greater annoyance than do the same levels occurring during the day. It is generally agreed that people perceive intrusive noise at night as being 10 dBA (A-weighted decibel is a measure of noise at a given, maximum level or constant state level) louder than the same level of intrusive noise during the day, at least in terms of its potential for causing community annoyance. This perception is largely because background environmental sound levels at night in most areas are also about 10 dBA lower than those during the day.

Acceptable noise levels have been established by the U.S. Department of Housing and Urban Development (HUD) in residential areas (HUD 1984):

**Acceptable** (not exceeding 65 dBA) – The noise exposure may be of some concern, but common building construction will make the indoor environment acceptable, and the outdoor environment will be reasonably pleasant for recreation and play.

**Normally Unacceptable** (above 65 but not greater than 75 dBA) – The noise exposure is significantly more severe; barriers may be necessary between the site and prominent noise sources to make the outdoor environment acceptable; special building construction may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.

**Unacceptable** (greater than 75 dBA) – The noise exposure at the site is so severe that the construction costs to make the indoor noise environment acceptable may be prohibitive, and the outdoor environment would still be unacceptable.

Different sounds have different frequency contents. Because the human ear is not equally sensitive to sound at all frequencies, a frequency-dependent adjustment, called A-weighting, was devised to measure sound similar to the way the human ear responds. The adjustments in amplitude, established by the American National Standards Institute (ANSI S1.4 1983), are applied to the frequency content of the sound. Table 3-5 depicts typical A-weighted sound



pressure levels (dBA) for various sources. For example, 65 dBA is equivalent to normal speech at a distance of three feet.

**Table 3-5: A-Weighted (dBA) Sound Levels of Typical Noise Environments and Public Response**

Public Reaction	Noise Level (dBA)	Common Noise Emissions
Committee Legal Action	100-110	Jet Flyover at 1,000 feet
Letters of Protest	90-100	Gas Lawn Mower at 50 feet
Complaints Likely	80-90	Food Blender at 3 feet
Complaints Possible	70-80	Leaf Blower at 50 feet
Complaints Rare	60-70	Heavy Traffic at 300 feet
	50-60	Large Business Office
Community Acceptance	40-50	Inside a Small Theater
	30-40	Inside a Library
	10-30	Quiet Rural Nighttime
	0-10	Threshold of Hearing

Source: California State Department of Transportation (Caltrans) 1998.

The average day/night sound level (DNL) metric is a measure of the total community noise environment. DNL is the average A-weighted sound level over a 24-hour period, with a 10 dBA adjustment added to the nighttime levels (between 10:00 PM and 7:00 AM). This adjustment is an effort to account for increased human sensitivity to nighttime noise events. DNL was endorsed by the USEPA for use by Federal agencies and was adopted by the HUD, FAA, and DoD.

DNL is an accepted unit for quantifying annoyance to humans from general environmental noise, including aircraft noise. The Federal Interagency Committee on Urban Noise (FICUN) developed land use compatibility guidelines for noise exposure areas (FICUN 1980). Based upon these FICUN guidelines, the FAA developed recommended land uses in aircraft noise exposure areas. Land use compatibility and incompatibility are determined by comparing the predicted DNL level at a site with the recommended land uses.

### 3.11.2 Existing Noise Levels

#### ***Airfield Operations***

The primary source of noise in the vicinity of the study area is airfield operations from aircraft utilizing ABQ and Kirtland AFB. Table 3-6 presents the total number of takeoffs and landings occurring at ABQ in 2009 which includes commercial aircraft and military aircraft from the 150<sup>th</sup>

Fighter Wing (FW) Air National Guard and 58<sup>th</sup> SOW. The commercial landing and takeoff operations are composed of mostly jet-engine aircraft, such as Boeing 737s, MD 80s, and, to a lesser extent, fixed-wing commuter aircraft (ABQ 2010). The 58<sup>th</sup> SOW consist of both fixed-wing and rotary-wing aircraft. The noise signatures of turbo-prop and rotary-wing aircraft are relatively low when compared to military and civilian jet-engine aircraft signatures.

**Table 3-6: Existing Aircraft Operations at Kirtland AFB and ABQ**

<b>Aircraft Operations 2009</b>	<b>Takeoffs and Landings</b>
Total Takeoffs and Landings at ABQ	153,353
Total 58 <sup>th</sup> SOW Takeoffs and Landings at ABQ	22,935
Proposed Increase due to HC/MC 130J Recapitalization (four aircraft by 2024)	1,156
Current Takeoffs and Landings of MC-130P/N Operation at ABQ (eight aircraft)	2,304
Percentage of 58 <sup>th</sup> SOW Currently in Operation at ABQ	15%
Percentage of MC-130P/N Currently in Operation at ABQ	1.5%
Percent Increase of Four New MC/HC 130Js at ABQ in 2024	0.75%

Source: ABQ 2011.

### ***Existing Noise Contours***

ABQ recently analyzed the noise conditions on and around the airport using the FAA's INM for the Closure of Runway 17-35 EA. The FAA uses the INM to assess noise impacts from aircraft operations and produce noise contour maps. The resulting FAA ABQ 2011 noise contours, shown in Figure 3-5, represent the most recent noise exposure maps associated with aircraft operations at Kirtland AFB. Figure 3-5 depicts the 2011 noise exposure area for the baseline conditions in 5 dBA increments.

Residences and public use facilities, such as parks, schools, libraries, hospitals, churches, and nursing homes, are more sensitive to noise than many other types of facilities. Elevated noise levels can interfere with speech, causing annoyance or communication difficulties. Table 3-7 provides a description of the off-airport area and sensitive land use within each noise contour band. The on-base noise exposure is not presented because no public residential receptors reside within the Kirtland AFB 65 dBA DNL noise contour. Although people work within the Kirtland AFB noise exposure area, noise exposure inside the buildings is attenuated by the

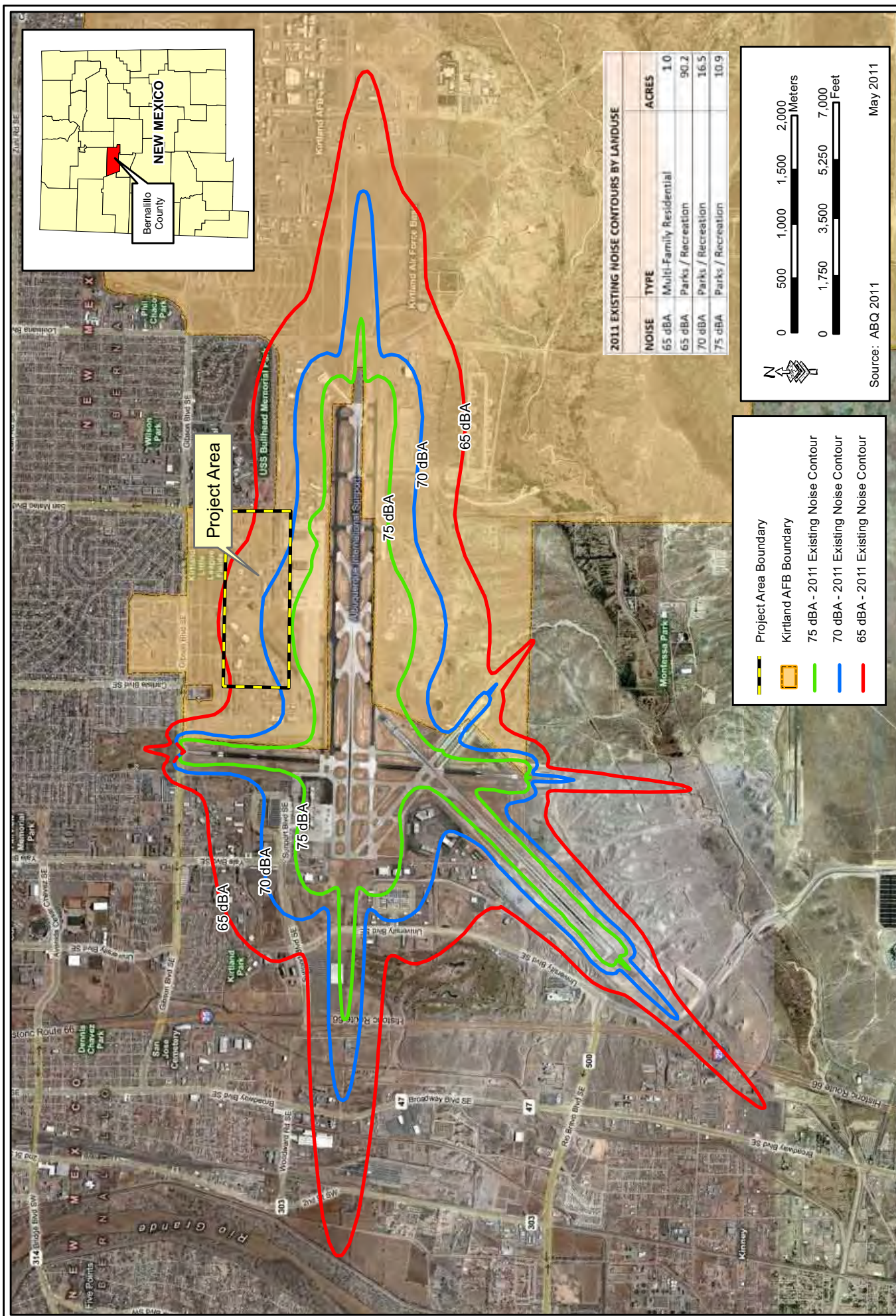


Figure 3-5: Noise Contours at Kirtland AFB

buildings' construction materials by approximately 20 dBA. Those individuals working outdoors in high noise areas are provided with hearing protection.

**Table 3-7: Existing (2011) Off-Airport Noise Exposure, Kirtland AFB**

Land Use	Acres within dBA DNL Noise Contour			
	65-69	70-74	75-79	80+
Single Family Residential	1.0	0	0	0
Multi-Family Residential	0	0	0	0
Parks and Recreation	90.2	16.5	10.9	0
<b>Total</b>	<b>91.2</b>	<b>16.5</b>	<b>10.9</b>	<b>0</b>

Source: FAA and ABQ 2011.

Currently, no sensitive residential noise receptors are within the 70 - 74 dBA DNL and greater noise contours; however, approximately 1 acre of multi-family residential housing, the USS Bullhead Memorial Park, a portion of Morris Field and the University of New Mexico, are located within the 65 – 69 dBA DNL noise contour band.

### 3.11.3 Noise Complaint Process and Noise Abatement

Kirtland AFB has an established noise complaint process available to the public. This process serves to educate local communities regarding Kirtland AFB operations and promotes openness between the Base and the communities. It also visibly demonstrates the Air Force's concern with being a good neighbor. Noise complaints are handled by the Public Affairs Office (PAO); formal correspondence and investigations are managed by the Operations Group Commander. Complaints are registered by the PAO in a noise complaint form, which includes a description of the nature of the complaint and the action taken. To minimize the effects of noise generated by its airfield operations, Kirtland AFB has a letter of agreement (LOA) with the ABQ Air Traffic Control Tower and City of Albuquerque Aviation Department (30 January 2004) outlining noise abatement procedures which includes, but is not limited to, restrictions on Runway 17/35 usage, compliance with established fixed-wing aircraft corridors, 10:00 PM to 7:00 AM restrictions on engine maintenance run-ups, and nighttime and weekend curfews. However, these procedures would be altered as safety conditions dictate.

### 3.12 Airspace

Airspace is described in terms of its principal attributes, namely controlled and uncontrolled airspace, en route airways, airports and airfields, and air traffic control. The primary mission of the 58<sup>th</sup> SOW is to train all MC-130H, MC-130P, and HC-130 transport crews for worldwide



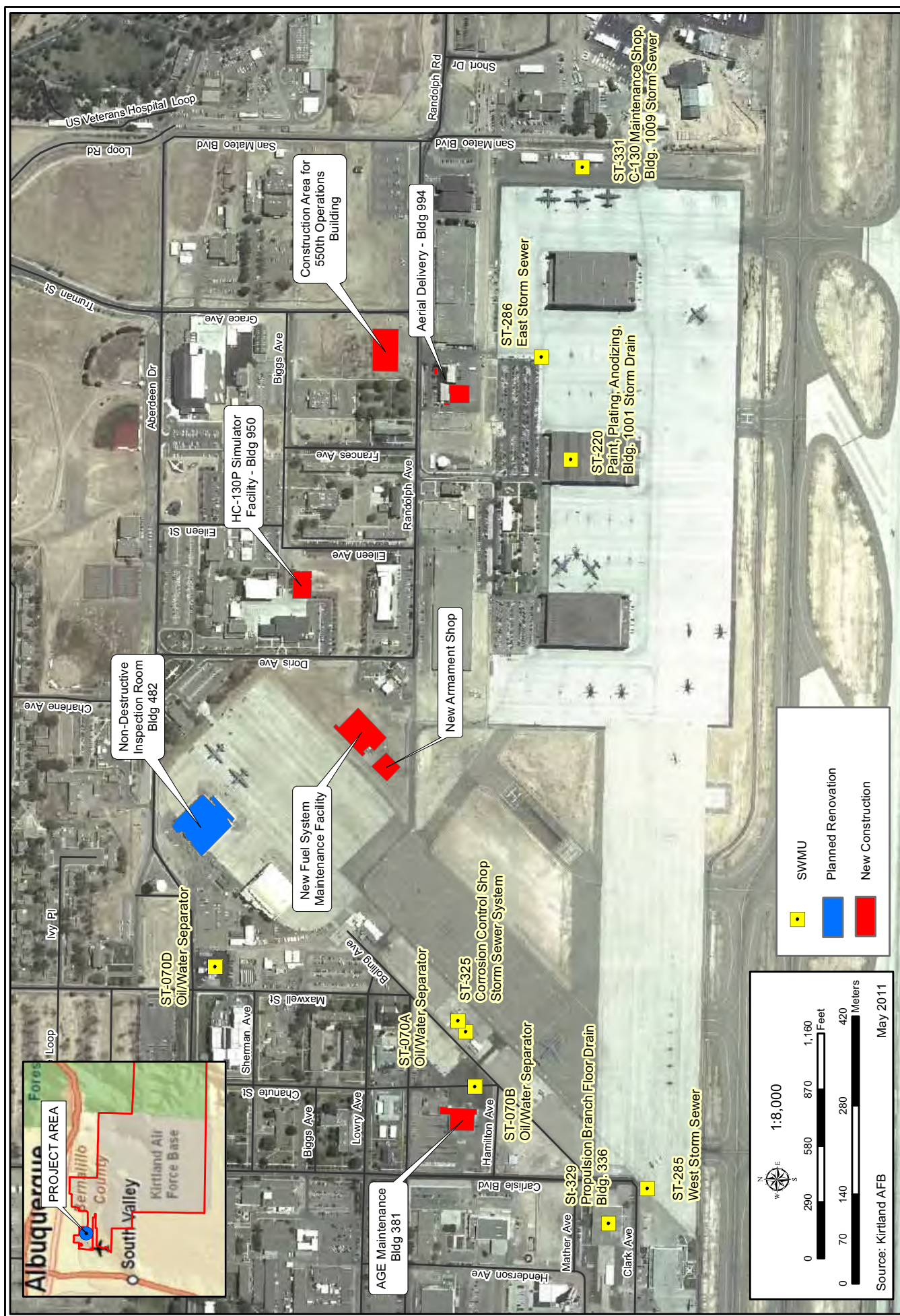
combat rescue and special operations (Kirtland AFB 2006a). Several HC/MC-130P/N training routes are located in areas near Kirtland AFB. Figure 3-6 presents a Kirtland AFB Airspace Zones map.

### **3.13 Installation Restoration Program**

Kirtland AFB has an Installation Restoration Program (IRP), which is a voluntary program that identifies solid waste management units (SWMU), such as leaks from oil and water separators, to promote effective investigation and cleanup strategies. The focus of the IRP is to get cleanup remedies in place and to implement remedies as early as possible. The IRP provides a comprehensive strategy for funding and implementing response actions necessary to protect human health and the environment. Kirtland AFB is in the process of planning and executing environmental response actions to address hazardous waste contamination resulting from past installation operations. Environmental response actions are planned and executed under the IRP in a manner consistent with the Comprehensive Environmental Response, Compensation, and Liability Act, as amended (CERCLA) and RCRA. The IRP generally addresses contamination due to releases of hazardous substances or petroleum products that occurred prior to January 1984. Several IRP sites are located within 0.5 mile of the construction projects, and include an old oil and water separator (Site ST-070 A, B, C, D), the old storm drainage system at the Corrosion Control Shop (ST-325), a floor drain in the Propulsion Branch building (Site ST-329), the west (Site ST-285) and east (Site ST-286) storm drainage, and the storm drainage at the MC-130 Maintenance Shop (ST-331). Figure 3-7 presents the location of the SWMUs near the proposed construction sites.







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***SECTION 4.0***  
***ENVIRONMENTAL CONSEQUENCES***





## 4.0 ENVIRONMENTAL CONSEQUENCES

This section describes the potential effects on those resources described in Section 3.0 as a result of the Proposed Action Alternative and the No Action Alternative. Impacts from the No Action Alternative are restricted to the conditions relative to Kirtland AFB. Only those parameters that have the potential to be affected by the Proposed Action Alternative and the No Action Alternative are described, as per CEQ guidance (40 CFR 1501.7 (a)[3]). Therefore, resources and items, such as climate and geology, are not assessed for the following reasons:

- Climate - The proposed project would not affect, nor be affected by, climate.
- Geology - The project would not affect regional geological features or cause an existing geologic feature to become unstable.

An impact (consequence or effect) is defined as a modification to the human or natural environment that would result from the implementation of an action. The impacts can be either beneficial or adverse, and can be either directly related to the action or indirectly caused by the action (secondary, indirect, or synergistic effects). The effects can be temporary (short-term), long-lasting (long-term), or permanent. For purposes of this EA, temporary effects are defined as those that would last less than 3 years after completion of the action. Long-term impacts are defined as those that would last 3 to 20 years. Permanent impacts would require an irretrievable commitment of resources.

Impacts can vary in degree or magnitude from a slightly noticeable change to a total change in the environment. The significance of the impacts presented in this EA is based upon existing regulatory standards, scientific and environmental knowledge, and/or best professional opinions of the authors of the EA. The significance of impacts on each resource will be described as significant, less than significant, or no impact. Significant impacts are those effects that would result in substantial changes to the environment (as defined by 40 CFR 1508.27) and should receive the greatest attention in the decision-making process.

Analyses in the following sections are based, in part, on the increase of personnel, students, and air traffic associated with the Proposed Action (Table 4-1). The construction activities and area of impact (3.4 acres) associated with building the infrastructure to accommodate the increase of personnel and equipment are also assessed.

**Table 4-1: Increase of Kirtland AFB Traffic and Student and Staff Population Resulting from Implementation of the Proposed Action Alternative**

Item	Existing Condition	Proposed Action Increase	Percent Increase
Daily Staff/Personnel Population <sup>1</sup>	22,000	171	0.8
Student Population <sup>1</sup>	325	37	11
Number of SOF Sorties per Year <sup>2</sup>	12,144	578	4.7

<sup>1</sup>Personal Communication with Philip Dobbins (Dobbins 2010).

<sup>2</sup>Kirtland AFB 2007.

## **4.1 Land Use Resources**

### **4.1.1 No Action Alternative**

Implementation of the No Action Alternative would not alter transportation corridors, visual resources, or land uses at Kirtland AFB. Land uses at Kirtland AFB would continue to accommodate the existing SOF aircraft fleet and training programs.

### **4.1.2 Proposed Action Alternative**

#### **4.1.2.1 Transportation**

It is anticipated that students would live in dormitory housing on Kirtland AFB and would be able to walk to classes and other training activities. The students are less likely to be traveling during shift change or rush hour and would not impact local transportation. It is assumed that the 171 staff required to support the mission would live off-base in the Albuquerque area and utilize automobiles to commute during shift change or rush hour. Therefore, the new training force, at maturity in 2024, would increase the population of commuters by 171. Staff automobiles would contribute to on-base road congestion and auto queuing lines at the entrance gates to the Base; however, the addition of automobiles would not exceed the design capacity of the Kirtland AFB road and gate infrastructure. Automobile transportation impacts would be less than significant due to the original design capacity and current size of staff at Kirtland AFB. Interstates 25 and 40 are capable of managing the addition of the 171 new commuters without significantly impacting traffic in the region (Webster 2010). The impacts on roads, gates, and intersections at Kirtland AFB or the regional highway system would be less than significant if the Proposed Action Alternative was implemented.

#### **4.1.2.2 Visual Resources**

Construction and renovation projects associated with the Proposed Action would be designed to be visually consistent with existing structures at Kirtland AFB. The visual character of the site is

typical of military and civilian airfields, and the visual sensitivity of the area is low. Adverse visual impacts are anticipated during construction. These impacts would result from the construction itself and from the associated increase in traffic, dust, and machinery. However, potential adverse impacts would be less than significant and short-term.

The typical altitude for tanker aircraft training is 2,000 to 15,000 feet AGL. The visual signature of these aircraft would be similar to existing operations. The visual impact of aircraft approach would co-exist with other aircraft operations. The general public in the area of Kirtland AFB is accustomed to seeing various military aircraft performing training maneuvers. Therefore, the visual presence of tanker aircraft would not be new to the area, and the additional operations would not create a significant direct or indirect impact on visual resources in the area.

#### **4.1.2.3 Land Use**

The construction of new facilities or renovations of existing facilities to accommodate the tanker aircraft for the recapitalization program would occur on previously disturbed areas in the cantonment area. Landscaping and pedestrian-friendly walkways would be included in the building designs as part of the 58<sup>th</sup> SOW's Campus Plan. Although there would be new construction, no changes in land use are planned, and the projects would be consistent with the Kirtland AFB master plan. Land use would remain for military purposes and, therefore, impacts on land use would be less than significant.

### **4.2 Infrastructure**

#### **4.2.1 No Action Alternative**

Implementation of the No Action Alternative would not impact the electrical distribution, water supply, sewerage, waste disposal, storm drainage, heating and cooling, fuel, or communication systems at Kirtland AFB. It is anticipated that training would continue at current levels utilizing existing aircraft.

#### **4.2.2 Proposed Action Alternative**

##### **4.2.2.1 Electrical Distribution**

The existing buildings proposed for renovation with the recapitalization are currently served by the existing electrical infrastructure. Electrical usage and demand are expected to remain at levels similar to the past, and no effects on public electrical sources would be expected for renovated buildings. Kirtland AFB purchases its power from PNM; however, some of the on-

base facilities are self-powered by generators. Historically, Kirtland AFB uses, at peak capacity, only 80 percent of the PNM power allocated to the Base (Kirtland AFB 2002). Providing electrical service to new facilities would increase the power budget at Kirtland AFB, but not beyond capacity of the PNM, and the impacts of the Proposed Action would be less than significant.

#### **4.2.2.2 Potable Water**

Assuming that the average daily consumptive use of water per person is 70 gallons, the addition of up to 37 new students would increase daily demand at Kirtland AFB by 2,590 gallons per day. It is anticipated that mission support staff would live off-base and most of their water consumption would occur away from the Base. Therefore, the average daily consumptive water use of support staff is estimated to be 20 gallons per person per day, amounting to 3,420 gallons per day for 171 staff. The total water use for the new trainees and staff would increase water use by 6,010 gallons per day at Kirtland AFB. Assuming that the students and staff are present 5 days a week and 52 weeks a year, the total annual water usage from implementation of the Proposed Action would be up to 1,562,600 gallons per year. Construction crews would bring water to the site for personal use and fugitive dust control; portable latrines would collect sanitary waste.

The increase in water use resulting from implementation of the Proposed Action would represent an increase of potable water use of less than 1 percent. If water demand proves too great for on-base groundwater supplies, potable water can be purchased from the City of Albuquerque. The municipal water system of Albuquerque has a total city system capacity of 289 MGD and the current city usage is less than 40 percent of the total city system capacity (Kirtland AFB 2007). The HC/MC-130J training program, which represents an increase of less than 1 percent of the workforce and student population, would have less than significant impacts on potable water supplies Kirtland AFB.

#### **4.2.2.3 Sewage**

Kirtland AFB discharges wastewater to the Southside Water Reclamation Plant. Anticipated wastewater flows generated from the new facilities appear to be well within the treatment limits of the plant's maximum capacity. The average daily flow at Southside Water Reclamation Plant is 54 MGD and the maximum daily capacity is 114 MGD (Albuquerque Economic Development 2009). The total Kirtland AFB sewage outflow to Southside Water Reclamation Plant is

2.4 MGD. The new facilities would increase sewage flow by approximately 6,000 gallons per day. During construction of the new sewage lines, the sewer mains would be inspected and cleaned out in the vicinity of the new construction. Any sewer lines that may have deteriorated or that otherwise may pose problems in the life span of the recapitalization should be considered for rehabilitation during initial improvements, so as not to interrupt operations and to minimize cost and inconvenience in the future. The impacts of the Proposed Action on the sewage systems would not significantly impair the sewage system's capacity to transport and treat sewage at the Southside Water Reclamation Plant.

#### **4.2.2.4 Solid Waste**

Waste generated by construction activities would be taken to the Kirtland AFB landfill. All solid waste would be disposed of in accordance with Kirtland AFB procedures and applicable Federal, state, and local regulations. Under the Proposed Action, municipal solid waste would increase due to the increase of 37 students who would live on-base and 171 staff. The addition of students and staff represents less than a 1 percent increase in population at Kirtland AFB; a 1 percent increase in municipal waste from these sources would not significantly impact the capacity to manage solid waste on Base or in the local community. The impacts on solid waste management would be less than significant.

#### **4.2.2.5 Storm Drainage System**

Impervious surfaces reduce rainwater infiltration into the soils and increase the flow of migrating rainwater to stormwater systems. Additions to existing structures and new facility construction would add approximately 3.4 acres of impervious area to the Tijeras Arroyo 5-square-mile drainage area. The Proposed Action could directly impact the stormwater drainage system by increasing stormwater flow which may, indirectly, cause an overflow event. Vegetative landscaping around the new buildings and additions would reduce the harmful effects of impervious surfaces by slowing down overland flow of rainwater and increasing rates of evapotranspiration.

In addition, Kirtland AFB would be subject to the new stormwater design requirements of Section 438 of the EISA that require Federal construction projects that disturb 5,000 square feet or more of land to maintain or restore predevelopment site hydrology to the maximum extent technically feasible with respect to temperature, rate, volume, and duration of flow. The

renovation projects are anticipated to disturb 5,000 square feet or greater and, therefore, are subject to the stormwater design requirements of Section 438 of the EISA.

The project corridor is located in a watershed that encompasses a highly developed area of Kirtland AFB. The increase of 3.4 acres of impervious areas would represent less than a 1 percent increase in impervious surfaces in the Tijeras Arroyo drainage area. Upon completion of construction activities, all disturbed areas would be landscaped to reduce stormwater flow over land and increase percolation through the soils. The landscape would be reseeded with turf and native shrubs. With the proper vegetative cover and other environmental measures, direct and indirect impacts on stormwater flow and drainage systems would be less than significant.

#### **4.2.2.6 Heating and Cooling Systems**

Independent heating and cooling systems would be installed for newly constructed facilities; thus, implementation of the Proposed Action would not directly or indirectly impact existing heating and cooling systems. If the capacity of heating or cooling systems was adversely affected, a new air conditioner or heating unit would be installed. Under the Proposed Action, the impacts on heating and cooling systems would be less than significant.

#### **4.2.2.7 Liquid Fuels**

The Proposed Action would increase 58<sup>th</sup> SOW aircraft operations up to 4.7 percent at Kirtland AFB. The fuel delivery system would not be overloaded by a 4.7 percent increase in usage. The increase in fuel use from implementation of the new training mission would not significantly impact the ability of Kirtland AFB to supply fuel to other missions on the Base or require an increase in on-base storage capacity.

#### **4.2.2.8 Communications System**

The Proposed Action would increase the student and staff population and use of communication systems at Kirtland AFB by 1 percent; the addition of a 1 percent increase to the total use of communication systems would be less than significant.

### **4.3 Cultural Resources**

Analysis of potential impacts on significant cultural resources considers both direct and indirect impacts. Direct impacts may occur by physically altering, damaging, or destroying all or part of



a resource or altering the characteristics of the surrounding environment that contribute to resource significance. Indirect impacts may occur by introducing visual, audible, or atmospheric elements that are out of character with the property or alter its setting or neglecting the resource to the extent that it deteriorates or is destroyed.

#### **4.3.1 No Action Alternative**

Under the No Action Alternative, no additional construction or changes in training would occur. It is anticipated that implementation of the 58<sup>th</sup> SOW Campus Plan would occur under the No Action Alternative. No cultural or archaeological resources are located within the 58<sup>th</sup> SOW Campus boundary (Kirtland AFB 2008b). As a result, the No Action Alternative would not change existing impacts on cultural resources at the Base.

#### **4.3.2 Proposed Action Alternative**

Adherence to guidelines in the 2008 ICRMP would ensure the effective management and protection of cultural resources on-base. In addition, there are no known cultural resources within the boundary where construction activities are planned (Kirtland AFB 2008b). Given the fact that all proposed construction sites would be reviewed by the 377<sup>th</sup> Support Group/Environmental Branch (SPTG/CEV) to avoid impact on significant cultural resources, and the fact that the Base has undergone a complete archaeological survey, no additional impacts would be anticipated at the proposed construction sites (Kirtland AFB 2002). Finally, if an inadvertent discovery of human or cultural remains is found, all construction would stop and the Cultural Resource Manager (CRM) at Kirtland AFB would be notified and operational procedures outlined in Section 5.4 of the ICRMP would be followed (Kirtland AFB 2008a). This would ensure that no adverse impacts would occur for that cultural resource. Under the Proposed Action, impacts on cultural resources would be less than significant.

### **4.4 Socioeconomics and Environmental Justice**

#### **4.4.1 Socioeconomics**

##### **4.4.1.1 No Action Alternative**

Under the No Action Alternative, no additional construction would take place and the programs currently in effect would continue. As a result, economic benefits from Kirtland AFB employment and local expenditures to the community would remain the same. Under the No Action Alternative, economic benefits of MILCON and Operations and Maintenance (O&M)

construction associated with the CSAR/SOF program would not be realized, since no new construction would take place.

#### **4.4.1.2 Proposed Action Alternative**

A number of MILCON and O&M construction projects are planned for implementation under the Proposed Action. These projects would provide a short-term cost benefit to the ROI and beyond through the purchase of building materials, rental of construction vehicles, and employment of contractors and other civilian personnel as well as other construction costs. Table 4-2 presents the estimated construction costs of the MILCON and O&M construction.

**Table 4-2: Estimated Construction Costs for MILCON Projects**

<b>MILCON PROJECTS</b>					
<b>Project Number</b>	<b>Project Name</b>	<b>Year</b>	<b>Construction Cost (\$ Million)</b>	<b>Equipment Cost (\$ Million)</b>	<b>Total (\$ Million)</b>
MHMOV053114	Armament Shop	2010	\$5.3	\$0.35	\$5.65
MHMOV083115	Add To AGE Shop for HC/MC-130 Recap (ACC)	2011	\$1.1	\$0.10	\$1.2
MHMOV073110	MC-130 Simulator Facility (AFSOC)	2012	\$8.0	\$20.4	\$28.4
MHMOV083114	Fuel System Maintenance Facility (ACC)	2012	\$14.0	\$0.50	\$14.5
MHMOV083117	Add Blades & Propellers Repair Shop (ACC)	2012	\$1.5	\$0.10	\$1.6
MHMOV083118	Aerial Delivery Addition (ACC)	2013	\$4.0	\$0.30	\$4.3
MHMOV083121	550th Operations Facility	2015	\$16.5	\$0.70	\$17.2
	<b>GRAND TOTAL MILCON</b>		<b>\$50.4</b>	<b>\$22.45</b>	<b>\$72.85</b>

In addition, a number of additional personnel would be needed in order to support the HC/MC-130J. This mission would increase the total number of jobs and population in the area. Table 4-3 outlines the total number of additional personnel that would support the HC/MC-130J mission plus the total number of additional participating students at program maturity. An estimate is also provided for indirect job creation and the values of those jobs. These are additional jobs that would be created above the required additional personnel for the programs. Economic multipliers and local average salary (\$36,734) from the 2006 Economic Statement (Kirtland AFB 2006) were used to estimate the indirect number of jobs created and their estimated value.

**Table 4-3: Recap Indirect Job Creation, (maximum anticipated numbers)**

<b>Type of Personnel</b>	<b>Number of Kirtland AFB Jobs</b>	<b>Economic Multiplier</b>	<b>Number of Jobs Created</b>	<b>Value of Jobs Created</b>
Officers	26	0.41	11	\$404,074
Enlisted	136	0.41	56	\$2,057,104
Civilian	9	1.4	13	\$477,542
Students	37	0.16	6	\$220,404
<b>Total</b>	<b>208</b>		<b>86</b>	<b>\$3,159,124</b>

Source: Kirtland AFB 2006.

The additional personnel and indirect job creation would be an increase to the TPI of the region. Additional economic benefits would also be seen in purchases of jet fuel, parts, and other expenses associated with maintaining the additional aircraft. It is assumed that additional officers, civilians, and enlisted personnel would live off-base. Housing in the ROI is sufficient and no adverse impacts on housing are expected. Students are expected to stay on-base in the privatized dormitories or in family housing. Dining facilities and housing at Kirtland AFB would be able to accommodate the additional students or other personnel. Under the Proposed Action, the direct and indirect impacts would be beneficial on the local economy and less than significant.

#### **4.4.2 Environmental Justice**

##### **4.4.2.1 Proposed Action Alternative**

Housing on-base is located in the Kirtland AFB community area (the east side), which is located outside the accident potential zone (APZ) (Kirtland AFB 2008b). Housing outside the Base is also located beyond the APZ. Implementation of the Proposed Action would not significantly affect air quality or noise in the area. As a result, no adverse impacts on the health and safety of the local population, regardless of race, are anticipated. Short-and long-term socioeconomic beneficial impacts are anticipated with implementation of the Proposed Action; the Air Force is an equal opportunity employer. As a result, implementation of the Proposed Action provides benefits regardless of race. Because the Proposed Action would not have a disproportionate effect on low-income, minority populations or children, there would be no direct or indirect impacts to environmental justice or the safety of children if this alternative is implemented.

## **4.5 Biological Resources**

### **4.5.1 No Action Alternative**

Under the No Action Alternative, impacts on threatened and endangered species and terrestrial, freshwater, and wetland communities would not change because the SOF program would not disturb land or habitats and there would be no new construction at Kirtland AFB.

### **4.5.2 Proposed Action Alternative**

#### **4.5.2.1 Terrestrial Vegetative Communities**

The installation of SOF buildings and additions would permanently alter approximately 3.4 acres of previously disturbed land in the cantonment area. The loss of this habitat would not significantly impact the integrity of vegetative communities in the area because of the low quality of the habitat and the previously developed nature of the construction site. The impacts on terrestrial vegetative communities would be less than significant.

#### **4.5.2.2 Wetland and Freshwater Aquatic Communities**

EO 11990 (*Protection of Wetlands*) directs Federal agencies to avoid developments within wetlands. There are no hydric soils near the proposed construction sites, and no jurisdictional wetlands or Waters of the U.S. are located near the construction sites (Kirtland AFB 2007). Under the Proposed Action, the impacts on wetlands and freshwater aquatic communities would be less than significant.

#### **4.5.2.3 Wildlife**

The project corridor is located on approximately 3.4 acres of previously disturbed land in a highly developed section of Kirtland AFB (see Figure 3-1). There are no natural habitats in or near the project corridor. The maintained grassland found in the project corridor could provide temporary nesting and foraging habitat for urban wildlife, such as passerine birds; rodents such as mice, rats, and squirrels; and snakes and lizards. Wild animal species typically respond to noise disturbance with short-term avoidance behavior; however, many studies have shown that they eventually become habituated. Construction noise could produce negative impacts by interfering with songbird communication during the breeding or nesting season (NMDGF 2007). Migratory bird surveys and implementation of the appropriate actions in compliance with the MBTA through coordination with USFWS and NMDGF are effective in preventing impacts on breeding or nesting birds (Kirtland AFB 2007). Heavy equipment construction activities are planned to occur during the fall and early winter, to avoid the nesting season of migratory birds.

Other wildlife species (animals) escape or avoid construction activities and would not be affected. Under the Proposed Action, the impacts on wildlife communities would be less than significant.

#### ***4.5.2.4 Threatened and Endangered and Special Status Species***

The project corridor is located on 3.4 acres of previously disturbed land in a highly developed section of Kirtland AFB. No Federally or state-listed threatened or endangered species are known to inhabit the project corridor; however, Gunnison's prairie dog and loggerhead shrike may forage near the region. Gunnison's prairie dog was previously observed in the cantonment area near the construction sites (Kirtland AFB 2007).

Two other listed species, the western burrowing owl and the spotted bat, could potentially occur in the project corridor. Western burrowing owls prefer disturbed areas and often nest close to human-occupied sites near the construction area (Kirtland AFB 2007). To avoid contact with these species, construction-related ground-disturbing activities should take place from September through January to avoid the nesting season of western burrowing owls and other protected birds. A migratory bird survey would be conducted prior to construction activities which would indicate whether this species is present. If the species is present within the construction area and cannot be avoided, appropriate actions such as passive relocation would be taken in compliance with the MBTA, through coordination with USFWS and NMDGF (Kirtland AFB 2007). Therefore, there would be no significant impacts on burrowing owls.

A qualified biologist would survey for nesting birds that are Federally managed or listed as migratory by USFWS prior to construction. Surveys for western burrowing owls and other special status birds would occur 1 day prior to ground-disturbing activities and the morning of the proposed disturbance. If nesting birds are discovered, appropriate actions would be taken, in conformance with the MBTA through coordination with USFWS and NMDGF, to relocate the birds (Kirtland AFB 2007). On-site mitigation for the western burrowing owl would consist of passive relocation. This entails encouraging owls to move from occupied burrows within the project area to alternative locations in suitable habitat beyond 160 feet from the project disturbance. Relocation should only be attempted during the non-breeding season (California Burrowing Owl Consortium 1993).

Construction activities would only commence after the owls have migrated from the area. Additionally, nesting burrows would be flagged and avoided during construction activities so that the nesting sites could still be viable after activities are completed. Kirtland AFB has standard mitigation procedures in conformance with the MBTA should it be necessary to relocate an owl during construction. Thus, impacts on burrowing owls would be expected to be less than significant.

The spotted bat generally roosts in caves and rock crevices; however, lately there was anecdotal evidence of roosting in man-made dwellings and structures (Kirtland AFB 2007). It is improbable that a spotted bat could occur within the construction area. If a spotted bat is found roosting within a building, NMDGF would be contacted for instruction on dispersal or relocation (Kirtland AFB 2007). Therefore, impacts on the spotted bat would be less than significant.

Kirtland AFB has a Gunnison prairie dog relocation plan which states that every effort would be made to capture and relocate prairie dogs before ground-disturbing activities. In accordance with this plan, prairie dogs at or near the project site would be trapped and relocated 3 weeks prior to any ground disturbance.

Temporary construction areas would need to be immediately replanted with native vegetation to avoid additional long-term or permanent adverse effects on available wildlife habitat. Due to the small amount of acreage involved with construction activities under the Proposed Action, and the fact that the project corridor would be inspected for listed species before construction activities commence, the impacts on threatened and endangered species would be less than significant.

## **4.6 Earth Resources**

### **4.6.1 No Action Alternative**

Under the No Action Alternative, impacts on water resources and soils would not change, because there would be no new ground disturbance and no new construction at Kirtland AFB.

### **4.6.2 Proposed Action Alternative**

#### **4.6.2.1 Surface Waters**

The project site is located in the Tijeras Arroyo watershed, which has a 5-square-mile drainage basin (New Mexico 2008-2010 303(d) List). Approximately 3.4 acres of previously disturbed

soils would be cleared of vegetation and would be susceptible to erosion during construction activities. The receiving waters could be affected by stormwater runoff and suspended sediments from soil disturbance associated with construction activities. Since the construction area is greater than 1 acre, the contractor is required to prepare a SWPPP in accordance with the NPDES General Stormwater Permit. The SWPPP must be provided to the Kirtland AFB water quality section for review prior to the contractor submitting an NOI for NPDES coverage to the USEPA. Specific erosion and sedimentation controls and other BMPs on the SWPPP would limit the amount of erosion that occurs on-site and restrict potential impacts on the receiving waters. Therefore, impacts on surface waters during construction activities should be less than significant.

The rooftops and parking areas of the new facilities and additions would add approximately 3.4 acres of impervious surface within the 5-square-mile Tijeras Arroyo watershed. Impervious surfaces reduce the amount of rainwater infiltration and percolation and increase the flow of migrating rainwater. Direct impacts could include greater flows in the receiving waters. Indirect impacts could include streambed and bank scouring and erosion, which are often associated with accelerated flows from impervious surfaces. The SWPPP would incorporate temporary stormwater control features which would slow the migration of stormwater to the drainages on Kirtland AFB.

Kirtland AFB's MS4 permit requires that all construction activities, regardless of size, implement BMPs to ensure that stormwater pollutants do not enter the storm drainage system and that stormwater pollutants are contained within the project area. A SWPPP would identify BMPs, such as protecting stormwater inlets in the project area with hay bales and sand bags, to reduce erosion and runoff from the proposed construction sites (Kirtland AFB 2002).

Section 438 of the EISA (42 U.S.C. Section 17094) establishes into law new stormwater design requirements for Federal construction projects that disturb a footprint of greater than 5,000 square feet of land. EISA Section 438 requirements are independent of stormwater requirements under the CWA. Under these requirements, predevelopment site hydrology must be maintained or restored to the maximum extent technically feasible with respect to temperature, rate, volume, and duration of flow. Predevelopment hydrology shall be modeled or calculated using recognized tools and must include site-specific factors such as soil type, ground cover, and ground slope. Site design shall incorporate stormwater retention and reuse

technologies such as bioretention areas, permeable pavements, cisterns/recycling, and green roofs to the maximum extent technically feasible.

Construction equipment (e.g., bulldozers, backhoes, dump trucks, cranes) would be on-site throughout periods of construction and site restoration. Fuels, hydraulic fluids, oils, and lubricants would be stored on site during the project to support contractor vehicles and machinery. No other hazardous materials are anticipated to be stored on-site. It is assumed that construction personnel would follow appropriate BMPs to protect against potential POL or hazardous material spills. Proper housekeeping, maintenance of equipment, and containment of fuels and other potentially hazardous materials would be conducted to minimize the potential for a release of fluids into groundwater or surface waters. In the event of a spill, procedures outlined in Kirtland AFB's SPCCP would be followed to quickly contain and clean up a spill.

Other long-term controls at Kirtland AFB include stormwater detention basins. Incorporation of post-construction storm water controls within Kirtland AFB's existing SWPPP for base-wide facilities and operations would minimize long-term impacts on surface waters and allow for groundwater recharge. Therefore, direct and indirect impacts on surface water would be less than significant under the Proposed Action.

#### **4.6.2.2 Hydrology and Groundwater**

Construction of the proposed facilities would increase demands on water supplies during the 5-year construction period. Water would be needed for a variety of construction activities including, but not limited to, drinking water supply for construction crews, wetting construction sites for dust suppression, and concrete mixing. It is anticipated that 300,000 gallons of water would be required for construction activities for dust suppression and soil compaction over the construction period of 5 years. Construction crews would bring water to the site for personal use and fugitive dust control; portable latrines would collect sanitary waste. These increases would have less than significant impacts.

The total water use for the new trainees and staff would increase water use by 6,010 gallons per day, the majority of which would be supplied by groundwater sources at Kirtland AFB. Assuming that the students and staff are present 5 days a week and 52 weeks a year, the total annual usage from implementation of the Proposed Action would be approximately up to 1.6 million gallons per year. Kirtland AFB recently reduced water demand by 16 percent by fixing



leaks in the water distribution system (Kirtland AFB 2008a). The increase in groundwater use would account for an increase of less than 1 percent. The recent improvements to the water distribution system would ensure that the impacts on groundwater in the region would be less than significant.

#### **4.6.2.3 Floodplains**

The construction sites are not located in or near floodplains and, therefore, the impacts on the flow of floodwaters would be less than significant during severe storm events.

#### **4.6.3 Soils**

The construction site is located on approximately 3.4 acres of previously disturbed soils in the cantonment area. The soil types at the construction site consist of Wink-Madurez sediments, which are well-drained, loamy fine sand with moderate permeability and slow to medium runoff rates (2006). No soil types inappropriate for engineering or construction uses are located at the construction site. Under the Proposed Action, impacts on soils would be less than significant.

### **4.7 Air Quality**

#### **4.7.1 No Action Alternative**

Implementation of the No Action Alternative would not change air quality in the region.

#### **4.7.2 Proposed Action Alternative**

##### **4.7.2.1 Air Emissions from Construction Activities**

Temporary and minor increases in air pollution would occur from the use of construction equipment (combustion emissions) and the disturbance of soils (fugitive dust) during construction of the new facilities. The direct effects of inhaling air pollutants include coughing, asthma, and other physical irritations; indirect effects can include lung cancer, cardiovascular issues, and premature death.

A fugitive dust control construction permit is required for projects disturbing 0.75 acres or more, as well as the demolition of buildings containing more than 75,000 cubic feet of space (20.11.20 NMAC *Fugitive Dust Control*).. This regulation also contains a provision for buildings containing asbestos-containing materials (ACM) as stated in 20.11.20.22 NMAC *Demolition and Renovation Activities; Fugitive Dust Control Construction Permit and Asbestos Notification Requirements*: “All demolition and renovation activities shall employ reasonably available

control measures at all times, and, when removing asbestos-containing material (ACM), shall also comply with the Federal standards incorporated in 20.11.64 NMAC, *Emission Standards for Hazardous Air Pollutants for Stationary Sources*. A person who demolishes or renovates any commercial building, residential building containing five or more dwellings, or a residential structure that will be demolished in order to build a nonresidential structure or building shall file an asbestos notification with the department no fewer than 10 calendar days before the start of such activity. Written asbestos notification certifying to the presence of ACM is required even if regulated ACM is not or may not be present in such buildings or structures. The following paragraphs describe the air calculation methodologies utilized to estimate air emissions produced by construction activities under the Proposed Action. Fugitive dust emissions were calculated using the emission factor of 0.19 ton per acre per month (Midwest Research Institute [MRI] 1996), which is a more current standard than the 1985 PM-10 emission factor of 1.2 tons per acre-month presented in AP - 42 Section 13 Miscellaneous Sources 13.2.3.3 (USEPA 2001).

USEPA's NONROAD Model (USEPA 2005) was used, as recommended by USEPA's *Procedures Document for National Emission Inventory, Criteria Air Pollutants, 1985-1999* (USEPA 2001), to calculate emissions from construction equipment. Combustion emission calculations were made for standard construction equipment, such as front-end loaders, backhoes, bulldozers, and cement trucks. Assumptions were made regarding the total number of days each piece of equipment would be used, and the number of hours per day each type of equipment would be used.

Construction workers would temporarily increase the combustion emissions in the airshed during their commute to and from the project area. Emissions from delivery trucks would contribute to the overall air emission budget. Emissions from delivery trucks and construction worker commuters traveling to the job site were calculated using the USEPA'S MOBILE6.2 Model (USEPA 2005a, 2005b and 2005c).

The total annual air quality emissions were calculated for the construction activities (worst case scenario, year 2012) to compare to state and Federal *de minimis* thresholds. Summaries of the total emissions for the construction of the Proposed Action are presented in Table 4-4. Details of the analyses are presented in Appendix C.

**Table 4-4: Total Annual Air Emissions (tons/year) from the Proposed Action Alternative Construction versus the *de minimis* Threshold Levels<sup>1</sup>**

Pollutant	Total	<i>de minimis</i> Thresholds
CO	13.60	100
Volatile Organic Compounds (VOCs)	2.39	NA
NO <sub>x</sub>	17.38	NA
PM-10	15.06	NA
PM-2.5	2.71	NA
Sulfur Dioxide (SO <sub>2</sub> )	2.12	NA

Source: 40 CFR 51.853 and Gulf South Research Corporation (GSRC) model projections.

<sup>1</sup>Note that Bernalillo County is a maintenance area for carbon monoxide.

Several sources of air pollutants contribute to the overall air impacts of the construction project. The air results in Table 4-4 included emissions from:

1. Combustion engines of construction equipment
2. Construction workers' commute to and from work
3. Supply trucks delivering materials to construction site
4. Fugitive dust from job site ground disturbances

As can be seen from Table 4-4, the proposed construction activities do not exceed Federal or state *de minimis* thresholds; thus, they do not require a conformity determination even if Bernalillo County exceeded state and Federal standards and were to be designated as a non-attainment area in the future. During construction of the proposed project, proper and routine maintenance of all vehicles and other construction equipment would be implemented to ensure that emissions are within the design standards of all construction equipment. Dust suppression methods required by the 20.11.20 NMAC Fugitive Dust Control Permit for the project would be implemented to minimize fugitive dust. By implementing these environmental design measures, air emissions from construction of the Proposed Action would be temporary and would not significantly impair air quality in the region. As there are no violations of air quality standards and no conflicts with the SIPs, the direct and indirect impacts on air quality from the construction activities would be less than significant.

#### **4.7.2.2 Stationary Sources**

Title V of the CAA requires states to manage air permits for major stationary sources of air pollution. The permits identify pollutants emitted by a source and identify emission limits and standards. Kirtland AFB submitted a CAA Title V permit application in April 2010. Kirtland AFB is also considered a minor source of hazardous air pollutants under Title I, Section 112, of the CAA. An application for a modification to the existing stationary source air permit for the

58<sup>th</sup> SOW CCF would be submitted to the AEHD for the additional sources if the Proposed Action is implemented.

#### **4.7.2.3 Air Emissions from Ongoing Operations**

Ongoing emissions from aircraft operations would contribute to the long-term air budget of Bernalillo County. Annual combustion air emissions from the HC/MC-130J tanker training operations were estimated, using the FAA Emission and Dispersion Modeling System (EDMS) 5.1 air quality model, for the projected number of sorties occurring during the year (578 in full operation mode). The emission factors for the Hercules MC-130 tanker aircraft are available in the EDMS database (see Appendix C).

Kirtland AFB would experience an increase in the number of students and staff due to implementation of the Proposed Action. Student and staff workers would increase air emissions in Bernalillo County during their commute to work and daily travel events. Air emissions from personal vehicles were calculated using the USEPA'S MOBILE6.2 Model. The calculations for the ongoing aircraft and commuter emissions are presented in Appendix C and are summarized in Table 4-5.

Ongoing air emissions from the Proposed Action are expected to increase due to implementation of the SOF training activities and increase in automobile traffic. The new airfield operations are estimated to increase air emissions of CO by up to 18.55 tons per year. Overall, the net increases in CO air emissions would be minor and well below the *de minimis* threshold and, therefore, the direct and indirect impacts on air quality would be less than significant.

**Table 4-5: Annual Air Emissions (tons/year) Produced by the Addition of Four HC/MC-130J Training Aircraft and Increase in Auto Traffic at Kirtland AFB<sup>1</sup>**

<b>Pollutant</b>	<b>Total</b>	<b><i>De minimis</i> Thresholds</b>
CO	18.55	100
VOCs	4.88	NA
NO <sub>x</sub>	3.44	NA
PM-10	0.07	NA
PM-2.5	0.60	NA
Sulfur Dioxide (SO <sub>2</sub> )	0.33	NA

Source: 40 CFR 51.853 and GSRC model projections.

<sup>1</sup>Note that Bernalillo County is a maintenance area for carbon monoxide.

## **4.8 GHGs and Climate Change**

### **4.8.1 No Action Alternative**

Under the No Action Alternative, emissions of GHG and impacts on the global climate would not change.

### **4.8.2 Proposed Action Alternative**

Aircraft activities, commuter traffic, and construction equipment would generate small amounts of GHG due to the operation of internal combustion engines. The state and local regulatory agencies have not yet created GHG “significance thresholds” to determine whether the GHG produced by the Proposed Action is significant. The following paragraphs present air calculation methodologies and an estimation of GHG emissions produced by construction activities and ongoing operations of the Proposed Action.

#### ***4.8.2.1 GHG Emissions Associated with Construction of New Buildings and Additions***

Several sources contribute to the overall GHG emissions. GHG emissions associated with construction of the Proposed Action include emissions from the following sources:

1. Combustible engines of construction equipment
2. Construction workers’ commute to and from work
3. Supply trucks delivering materials to the construction site

USEPA’s NONROAD Model (USEPA 2005a) was used to calculate GHG emissions from construction equipment. GHG combustion emission calculations were made for standard construction equipment, such as front-end loaders, backhoes, bulldozers, and water pumps. GHG emissions from delivery trucks and construction worker commuters traveling to the job site were calculated using the USEPA’s MOBILE6.2 Model (USEPA 2005b, 2005c and 2005d). Table 4-6 presents a summary of the annual GHG emissions associated with the construction of the new buildings and additions planned in the Proposed Action.

**Table 4-6: Annual GHG Emissions (tons/year) Associated with the Proposed Action Construction Activities**

Source	Direct CO <sub>2</sub> Emissions	CO <sub>2</sub> E <sup>1</sup>	Total GHG Emissions
Construction Equipment Combustion Emissions	1,155	3,880	5,035
Construction Workers' Commute to Work	395	12.13	151
Delivery and Supply Trucks	34	174	208
<b>Total</b>	<b>1,584</b>	<b>4,066</b>	<b>5,394</b>

<sup>1</sup>CO<sub>2</sub> equivalents provided by USEPA 2010, Reference, Tables and Conversions, Inventory of GHG Emissions and Sinks.

#### **4.8.2.2 GHG Emissions Associated with Proposed Operations**

Table 4-7 presents the summary of annual GHG emissions from aircraft operations and staff and student commuters. The annual GHG air emissions from the HC/MC-130J tanker training operations were estimated using the FAA EDMS 5.1 air quality model. The year modeled was 2024 (full operation mode), which would include 578 training sorties. Emission factors for the Hercules MC-130 tanker aircraft are available in the EDMS database.

**Table 4-7: Annual GHG Emissions (tons/year) Associated with Ongoing Aircraft Operations and Commuter Traffic**

Source	Direct CO <sub>2</sub> Emissions	CO <sub>2</sub> E <sup>1</sup>	Total GHG Emissions
Staff Commuting to Kirtland	395	336	732
Tanker Plane Emissions	764	853	1,618
<b>Total</b>	<b>1,160</b>	<b>1,190</b>	<b>2,350</b>

<sup>1</sup>CO<sub>2</sub> equivalents provided by USEPA 2010, Reference, Tables and Conversions, Inventory of GHG Emissions and Sinks.

Kirtland AFB would experience an increase in the number of students and staff due to implementation of the Proposed Action. Student and staff workers would produce GHG air emissions during their commute to work and daily travel events. GHG air emissions from personal vehicles were calculated using the USEPA's MOBILE6.2 Model. The GHG calculations for the annual operational aircraft and commuter emissions are presented in Appendix C and are summarized in Table 4-7.

Air emissions would increase due to implementation of the proposed SOF training activities and automobile traffic. The new airfield and training operations are estimated to increase emissions of GHG by 2,350 tons per year. The increase in air emissions from the Proposed Action is well below the draft guidance threshold of 27,577 tons annually. Under the Proposed Action, impacts on the overall GHG emissions in the U.S. and the global or regional climate would be less than significant.

## **4.9 Hazardous Materials and Waste Management**

### **4.9.1 No Action Alternative**

The No Action Alternative would not increase the amount of hazardous wastes or materials at Kirtland AFB and would not impact waste management systems at the Base.

### **4.9.2 Proposed Action Alternative**

Construction activities would require POL storage and use primarily within the temporary staging areas to maintain and refuel construction equipment. A SPCCP would be in place prior to the start of construction, in case of POL spills, and all personnel would be briefed on the implementation and responsibilities of this plan.

Some activities associated with the training mission would generate small quantities of POL hazardous waste. An Initial Accumulation Point (IAP) would be established, and hazardous wastes would be disposed of in coordination with the 377<sup>th</sup> Mission Support Group/Civil Engineering Asset Management Natural Resource Compliance. The Proposed Action would increase air traffic at Kirtland AFB by up to 5 percent, and the waste streams are expected to rise by up to 5 percent. An increase of up to 5 percent in the transport, use, or disposal of hazardous materials resulting from implementation of the Proposed Action would not result in significant hazards to the public or environment.

## **4.10 Safety and Occupational Health**

### **4.10.1 No Action Alternative**

The No Action Alternative would not increase the number of personnel or the number of flights, therefore, removing the risks to personnel associated with increased training. However, the existing HC/MC-130P/N tanker aircraft are aging, and equipment failure would tend to increase with age. The No Action Alternative may result in increased risks due to equipment failure and

compromise the safety of students and staff, as well as reduce the training capacity for the mission.

#### **4.10.2 Proposed Action Alternative**

The primary safety issue associated with military flight operations is the potential for aircraft mishaps. Aircraft mishaps may involve mid-air collisions with other aircraft, collisions with objects on the surface (e.g., towers or buildings), weather-related accidents, animal-aircraft collisions, and equipment malfunction. The potential for accidents can be estimated by comparing the relative change in flying hours between the baseline condition and Proposed Action. The fleet of HC/MC-130J aircraft would increase; however, the number of training flights per year per aircraft would remain the same as the legacy fleet. The number of tanker aircraft may increase from eight to 12, an increase of 578 sorties per year, and therefore, potential for bird strikes would also increase; however, the risks for equipment failure would decrease.

Two factors resulting from implementation of the Proposed Action would improve safety and reduce risks associated with training activities. The aircraft equipment would be new and the potential for equipment failure would decrease. Secondly, the new flight simulators would improve the preparation of students in the classroom before they begin in-flight training exercises. Better classroom training and preparation would reduce the number of accidents during in-flight training. While these improvements resulting from implementation of the Proposed Action would not eliminate risks associated with flight training, the number of accidents per number of flight hours could decrease. The increase in risk to the safety and health of the staff and students of the Recap training program would not increase per number of flight hours, and, therefore, impacts on the safety and health of trainees would be less than significant.

### **4.11 Noise**

#### **4.11.1 No Action Alternative**

ABQ airport is planning to close runway 17-35 in late 2011 and will instead utilize runway 12-30, 3-21 or 8-26. This would affect flight patterns and noise contours in the study area (ABQ 2011). ABQ and FAA have prepared an EA (ABQ 2011) describing this proposed change in runway configuration. Runway 17-35 runs north and south, and noise impacts on the neighborhoods north of ABQ would be reduced if the runway closure is implemented. Under the No Action Alternative, all 58<sup>th</sup> SOW aircraft operations would continue utilizing the current eight existing



HC/MC C-130P/N aircraft. According to manufacturer's data, noise emissions from the HC/MC-130P/N are louder than the new C-130J model; therefore, C-130P/N noise impacts would be 81 percent greater during takeoff and 73 percent greater during approach than the new planes included in the Proposed Action (Lockheed Martin 2003). No construction would be implemented with the selection of this alternative; thus, there would be no noise impacts from construction activities.

#### 4.11.2 Proposed Action Alternative

Under the Proposed Action Alternative, noise impacts on sensitive noise receptors would not change when compared to existing (2011) conditions. The introduction of four new turbo-prop HC/MC-130J aircraft would increase the number of takeoffs and landings at ABQ, but by only 0.75 percent, and the total number of 58<sup>th</sup> SOW takeoffs and landings would increase by up to 5 percent. Table 4-8 quantifies all aircraft operations at ABQ and Kirtland AFB. An increase in aircraft operations (up to 1,156 additional takeoffs and landings) resulting from implementation of the Proposed Action would occur, but would be minor.

**Table 4-8: Annual 58<sup>th</sup> SOW and ABQ Aircraft Operations in 2009**

<b>Aircraft Operations in 2009</b>	<b>Takeoffs and Landings (number/percent)</b>
Total at ABQ (Includes 58 <sup>th</sup> SOW)	153,353
Total 58 <sup>th</sup> SOW at ABQ	22,935
Increase Due to HC/MC 130J Recapitalization (four aircraft by 2024)	1,156
Current MC-130P/N Operation at ABQ (eight aircraft)	2,304
Percentage of 58 <sup>th</sup> SOW Currently in Operation at ABQ	15
Percentage of MC-130P/N Currently in Operation at ABQ	1.5
Percent Increase of Four New MC/HC 130Js at ABQ in 2024	0.75

Source: ABQ Website 2011.

The addition of up to four new HC/MC-130Js would not have any measurable effect on the FAA INM noise contours. Noise emitted by commercial passenger jet-engine aircraft creates the dominant noise signature at ABQ. Delta Airlines uses McDonnell-Douglas (MD)-80s and Southwest Airlines uses Boeing 737s. Southwest carries 60 percent of the passengers arriving and departing from ABQ (ABQ 2010). These commercial jet-engine aircraft noise emissions are more than 10 dBA greater than the emissions of the HC/MC-130J tanker aircraft. The C-130P/N and HC/MC-130J turbo-prop tanker aircraft are generally much quieter than jet-engine aircraft. Noise sources that are 10 dB less intense than the dominant noise source, generally would

have little to no effect on the DNL noise contours (ACC 2004). Table 4-9 presents representative noise emissions of some aircraft arriving and departing at ABQ (including the proposed HC/MC-130J).

**Table 4-9: Noise Emissions of Representative Jet-engine Aircraft Operating at ABQ and HC/MC-130J Turbo-prop Aircraft**

Type of Aircraft	Noise Emissions in dB <sup>1</sup>
Boeing 737	107
MD-80	102
HC/MC-130J	92

Source: AeroSpace Medical Research Laboratory 2010.

<sup>1</sup>Sound Exposure Level (SEL).

The new HC/MC 130-J tanker planes are much quieter than the older C-130P/N tanker planes. According to the manufacture's data, the noise emissions from the currently used C-130P/N are significantly greater than the new HC/MC-130J aircraft (Lockheed Martin 2003). Table 4-10 compares the area of noise impacts between the existing C-130P/Ns and the new HC/MC-130J.

**Table 4-10: Area of 70 dBA Acoustic Signature (square miles) Comparison of the New HC/MC-130J and the Existing C-130P/N Turbo-prop Aircraft.**

Type of Aircraft	Takeoff	Approach
HC/MC-130J	3.4	1.9
C-130P/N	18.2	7.0
Percent Area Reduction of HC/MC-130J Compared to C-130P/N	81%	73%

Source: Lockheed Martin 2010.

Another noise improvement is that the new HC/MC-130Js do not require engine run-ups, whereas the older C-130P/N model require run-up periods. The C-130 P/Ns were built in the 1960s and the old engines required a power efficiency check engine run-up where the engines are revved up to 90 percent of engine power for a suspended period of time. Local citizens have filed a number of noise complaints citing engine run-ups as the offending noise source (see Appendix D). The new HC/MC-130Js will not require daily engine run-ups, except when maintenance situations require it, which is estimated to occur for less than 5 percent of all sorties (Kirtland AFB 2011). The operational noise emissions associated with the new HC/MC-130J aircraft is significantly less than the older C-130P/N tanker planes.

Therefore, compared to the No Action Alternative, there would be no perceptible change in noise emissions or impacts on sensitive receptors under the Proposed Action. Given that the

increase in aircraft operations are extremely small (0.75 percent), compared to the total aircraft operations at ABQ, the type of aircraft (turbo-prop) is comparably quieter versus jet engine aircraft, and the new HC/MC-130Js are significantly quieter than the existing C-130P/N tanker planes, the impacts on the noise environment resulting from the implementation of the Proposed Action would be less than significant.

#### **4.11.3 Construction Noise**

Noise associated with construction of new facilities would be short-term and occur in areas dominated by aircraft activity. While the noise from construction activities may be noticed while it is occurring, its overall duration would be relatively brief and would not be expected to significantly alter the acoustic environment of the region. Under the Proposed Action, impacts on the noise environment from construction activities would be less than significant.

### **4.12 Airspace**

#### **4.12.1 No Action Alternative**

Under the No Action Alternative, impacts on airspace at Kirtland AFB would not change.

#### **4.12.2 Proposed Action Alternative**

The Proposed Action would not result in changes to the area of controlled airspace around Kirtland AFB. The availability of local airspace is more than adequate and would continue to permit Air Force training flexibility consistent with airspace requirements for ongoing development activities at Kirtland AFB. Until 2007, operations at Kirtland AFB and ABQ totaled approximately 190,099 aircraft operations annually, or approximately 25 percent more than in 2009. The Proposed Action operations would result in an increase of up to 5 percent in airspace use, which would be well within the current Kirtland AFB airspace capacity. Under the Proposed Action, the impacts on Kirtland AFB usage would be less than significant.

### **4.13 Installation Restoration Program**

#### **4.13.1 No Action Alternative**

Under the No Action Alternative, hazardous waste sites at Kirtland AFB would not be affected and there would be no impacts on the IRP.

#### 4.13.2 Proposed Action Alternative

New construction could disturb soils near a SWMU site and cause contaminant materials to migrate and cause harm to the environment and human health. The ST-070B site is approximately 145 feet from the area where the new AGE Maintenance would be installed. Construction contractors must take note of this site and others nearby to ensure that the soils in these areas are not disturbed. The other sites are far enough away from construction activities for the probability of site disturbance to be unlikely. Table 4-10 presents the SWMU sites located within 0.5 mile of the construction site. All construction activities associated with the Proposed Action would coordinate with the IRP Manager and would avoid ground disturbance at, and immediately adjacent to, IRP sites. Therefore, there would be no significant impact on IRP sites from the Proposed Action.

**Table 4-11: IRP SWMU Sites Located Near Proposed Construction Sites Associated with the Proposed Action**

<b>SWMU Site Number</b>	<b>Site Name</b>	<b>Proximity to Construction Sites (feet)</b>
ST-325	Corrosion Control Shop Storm Sewer System	400
ST-070D	Oil/Water Separator	1,320
ST-070B	Oil/Water Separator	145
ST-329	Propulsion Branch Floor Drain Bldg. 336	880
ST-070A	Oil/Water Separator	450
ST-285	West Storm Sewer	980
ST-220	Paint, Plating, Anodizing, Bldg. 1001 Storm Drain	610
ST-286	East Storm Sewer	420
ST-331	C-130 Maintenance Shop, Bldg. 1009 Storm Sewer	1,290

**SECTION 5.0**  
**CUMULATIVE EFFECTS AND IRREVERSIBLE AND IRRETRIEVABLE**  
**COMMITMENT OF RESOURCES**

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## **5.0 CUMULATIVE EFFECTS AND IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

### **5.1 Cumulative Effects**

This section of the EA addresses the potential cumulative impacts associated with implementation of the alternatives and other projects/programs planned for the region.

#### **5.1.1 Definition of Cumulative Effects**

CEQ defines cumulative impacts as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions” (40 CFR 1508.7). The effects of individual minor disturbances and other changes to the environment by humans would accumulate when the frequency of disturbances is so high that the ecosystem or human environment has not fully rebounded before another stressful event is introduced. The spatial and temporal crowding of such disturbances can result in cumulative effects. The factors used in this document to determine which resources are cumulatively affected considered:

- whether the Proposed Action is one of several similar actions in the same geographic area;
- whether other activities in the area have similar effects on the resource;
- whether the resource is especially vulnerable to incremental effects;
- whether these effects are historically significant for this resource; and
- whether other analyses in the area have identified a cumulative effects concern.

#### **5.1.2 Past, Present, and Reasonably Foreseeable Actions**

Kirtland AFB has been used for military missions since the 1930s and continued to develop as DoD missions, organizations, needs, and strategies evolved. Development and operation of training ranges has impacted thousands of acres, with synergistic and cumulative impacts on soil, wildlife habitats, water quality, and noise. Beneficial effects have also resulted from the operation and management of Kirtland AFB including, but not limited to, increased employment and income for Bernalillo County, the City of Albuquerque, and its surrounding communities; restoration and enhancement of sensitive resources such as the Coyote Springs wetland area; consumptive and non-consumptive recreation opportunities; and increased knowledge of the history and pre-history of the region through numerous cultural resources surveys and studies.

With continued funding and implementation of the Base's Integrated Natural Resources Management Plan (INRMP), ICRMP, IRP, and Master Plan, adverse impacts due to future and ongoing projects would be avoided or minimized. Projects at or adjacent to Kirtland AFB examined for cumulative impacts included the following:

- Heavy Weapons Range, approximately 0.25 mile east of the Starfire Optical Range facilities along Mount Washington Road.
- New Hot Cargo Pad - construct, operate, and maintain a hot cargo pad at Kirtland AFB.
- Base Exchange Shopping - an approximately 2.3-acre developed site located on Pennsylvania Street.
- New Fire Station - Kirtland AFB proposes to replace Fire Station 3 within the Manzano Base area.
- New Nuclear Weapons Center - a 15,946-square-foot sustainment center.
- Security Forces Complex - the 377<sup>th</sup> ABW proposes to construct, operate, and maintain a security forces complex.
- Military Working Dog Facility - the 377<sup>th</sup> ABW proposes to construct, operate, and maintain a military working dog facility according to the Air Force.
- 21<sup>st</sup> Explosive Ordnance Division Expansion - the 21<sup>st</sup> Explosive Ordnance Division proposes to construct a facility expansion.
- Spacecraft Component Integration Lab - proposed lease to convert underutilized space at Kirtland AFB.
- Construction of a bulk fuel storage and off-loading facility.
- Construction of a potable water blending system to reduce arsenic levels.
- Proposed expansion of ABQ.

In addition, the Air Force has Defense Base Closure and Realignment Commission (BRAC) actions that affected Kirtland AFB. These included realignment of the Confinement Facility to Marine Corps Air Station Miramar, California; realignment of a portion (three aircraft) of the 27<sup>th</sup> Fighter Wing from Cannon AFB, New Mexico to Kirtland AFB's 150<sup>th</sup> Fighter Wing; and realignment of the Battlespace Environmental Division of the Air Force Research Laboratory (AFRL) from Hanscom AFB, Massachusetts to Kirtland AFB. These actions have been evaluated under separate NEPA documents. Only the latter is expected to cause additional direct impacts at Kirtland AFB.

The 377<sup>th</sup> ABW is proposing to establish and use a heavy weapons range in the southeastern section of Kirtland AFB, approximately 0.25 mile east of the Starfire Optical Range facilities along Mount Washington Road. The proposed range would encompass the existing M60 range.



It would include two firing positions and firing lines and would use the existing targets at the M60 range. Firing distance would be approximately 7,300 feet. Firing position 2 would be used for sniper heavy weapons (0.50 caliber) and would fire in a more southerly direction to the existing target area, approximately 3,800 feet.

The 377<sup>th</sup> ABW proposes to construct, operate, and maintain a hot cargo pad at Kirtland AFB to ensure reliable support and backup for the existing hot cargo pad (Pad 5). Other components include construction of a new taxiway to the proposed hot cargo pad; replacement of the deteriorating taxiway to Pad 5; addition of new and relocation of existing anti-ram barriers, defensive fighting positions, and personal shelters surrounding the proposed hot cargo pad and Pad 5; addition of new lighting at the proposed hot cargo pad and Pad 5; and removal of existing lighting at Pad 5. The new pad would consist of 18-inch thick Portland cement concrete and would add an additional 6-inch asphalt taxiway to the existing taxiway at Pad 5. The new pad would adjoin the existing Pad 5 to minimize enlargement of the clear zone and effects on other critical facilities.

Kirtland AFB proposes to demolish and construct several military personnel support facilities in the developed area in the northwestern portion of the installation. The areas include the VOQ Complex, the Main Enlisted Dormitory Campus, the NCO Academy, and Dormitory Campus 2. Approximately 36 acres would be included in the construction and demolition activities. Kirtland AFB currently has a surplus of old substandard dormitory spaces that this project would help eliminate.

Army and Air Force Exchange Services (AAFES) proposes to construct and operate a new 95,421-square-foot Shopping Center on an approximately 2.3-acre developed site located between the existing Commissary (Building 20180) and existing Base Exchange (Building 20170) on Pennsylvania Street. The project also includes demolition of the 1,540-square-foot existing satellite pharmacy (Building 20167), closure of a portion (approximately 345 feet) of Pennsylvania Street, and construction of approximately 492 feet of new road to connect Texas Street with Pennsylvania Street north of the new Shopping Center. The new Shopping Center would include a new Base Exchange, pharmacy, retail laundry/dry cleaning, a beauty/barber shop, concession kiosks, five food concepts with a food court, and other similar services.

Kirtland AFB proposes to replace Fire Station 3 within the Manzano Base area. The proposed structure would be approximately 7,300 square feet, one story, with three high-bay drive-through apparatus stalls. The new structure would be located along a main road in the south-central section of Kirtland AFB. The action also includes the demolition of an approximately 4,300-square-foot fire station (Building 638) within the Manzano Base area.

Kirtland AFB proposes to construct a 32,400-square-foot facility to house the newly formed 498<sup>th</sup> Nuclear Systems Wing. This facility would be a two-story, steelframed structure with reinforced concrete foundation, floors, and masonry walls. The construction further includes tying into utilities and communications, as well as parking for 120 vehicles. The facility would accommodate approximately 200 personnel. The new facility location is proposed to be located west of Wyoming Boulevard directly behind the Nuclear Weapons Center (Building 20325).

The other actions described above have not resulted in any identified incremental or cumulative significant impacts on human or biological resources. Demolition of the housing units will occur over the next several years, but construction of all new housing has been completed. These actions occurred in areas that had been previously disturbed, developed, or planned for such development.

The construction or major renovation of a new bulk fuel storage and off-loading facility is needed to bring the aging facility into compliance. No definitive plans for this facility were developed as yet. Similarly, the construction of the perimeter fence would occur as funding becomes available. However, the fence right-of-way is already disturbed and is a considerable distance from the preferred alternative site.

Implementation of the prairie dog management plan is ongoing and must be taken into consideration during the planning of all actions on Kirtland AFB. As indicated previously, the potable water blending system is complete and in operation. It, too, was constructed in an area that had been previously disturbed.

The City of Albuquerque has developed a Master Plan that includes numerous short- and long-term goals for improvement and expansion (ABQ 2002). Some of the initial plans include expansion of the Air Cargo facility near University Boulevard on the western portion of ABQ. No

definitive schedules for any of the improvements that might affect Kirtland AFB are known at the present time.

A summary of the anticipated cumulative impacts associated with the Proposed Action on each of the resources described previously is presented below.

#### **5.1.2.1 Land Use Resources**

A significant cumulative impact would occur if any action is inconsistent with adopted land use plans or if the action would substantially alter those resources required for, supporting, or benefiting the current use. The Proposed Action is consistent with the Base's general plan and would affect approximately 3.4 acres. This action, when considered with other potential alterations of land use, would not be expected to result in a significant cumulative adverse effect. All reasonable past, present, and foreseeable actions on Kirtland AFB are consistent with the Base Master Plan, were implemented in previously disturbed lands, or are located at great distances from the Proposed Action construction site, such that no incremental impacts would occur.

The significance threshold for transportation impacts includes an increase in congestion at Kirtland AFB. Operation of the new SOF training force would increase traffic congestion at some of the main intersections during peak hours. However, Kirtland AFB (2000) predicted that on-base traffic would decline due to the reduction of on-base homes and apartments for officers and enlisted personnel. Therefore, the increases anticipated under the current action and when combined with other proposed projects on-base, would not be expected to exceed the capacity of the transportation corridors, thus, no significant cumulative negative impact would be expected.

#### **5.1.2.2 Infrastructure**

Existing infrastructure is sufficient for previous and existing projects and operations at Kirtland AFB. A significant cumulative impact would occur if the long-term demand for utilities exceeded the current or projected capacity. Kirtland AFB purchases its power from PNM; however, some of the on-base facilities are self-powered by generators. Historically, Kirtland AFB uses, at peak capacity, only 80 percent of the PNM power allocated to the Base (Kirtland AFB 2002). Therefore, since the SOF training program would result in a less than significant increase on the

utility usage demands, when considered with other currently proposed projects on the Base, it would not be expected to result in a significant adverse cumulative impact.

#### **5.1.2.3 Cultural Resources**

A significant impact on cultural resources would occur if the action directly or indirectly destroys or alters a unique historical or paleontological resource or site, or disturbs any human remains. The Proposed Action would have no effect on cultural resources. The Base was surveyed for cultural resources and all historic properties were identified. In addition, all the proposed and past alternative actions were reviewed to avoid adverse impacts on cultural resources, and the majority of the reasonable past, present, and foreseeable projects were constructed or would be constructed in areas that were previously disturbed. Therefore, this action, when combined with other existing and proposed projects on Kirtland AFB, would not result in significant cumulative impacts on cultural resources or historic properties.

#### **5.1.2.4 Socioeconomics and Environmental Justice**

Significance thresholds for socioeconomic conditions include displacement or relocation of residences or commercial buildings, increases in long-term demands for public services in excess of existing and projected capacities, and disproportionate impacts on minority and low-income families. Construction of the facilities for the SOF training program would result in temporary beneficial impacts on the region's economy. Other existing and proposed construction projects in the area are small-scale projects and no significant impacts on residential areas, population, or minority or low-income families off-base would occur. These effects, when combined with the other projects currently proposed or ongoing at Kirtland AFB, would not result in significant cumulative impacts.

#### **5.1.2.5 Biological Resources**

Significance thresholds for biological resources would include a reduction in habitats, communities, or populations that would threaten the long-term viability of a species or result in the substantial loss of a sensitive community that could not be off set or otherwise compensated. As indicated previously, the majority of the past, present, and foreseeable projects are located on previously disturbed sites. Therefore, the loss of 3.4 acres associated with the Proposed Action, when combined with other ground-disturbing development projects on Kirtland AFB, would not result in significant cumulative impacts on the biological resources of the Base or the region.

#### **5.1.2.6 Earth Resources**

A significant cumulative impact would occur if the action exacerbates or promotes long-term erosion, if the soils are inappropriate for the proposed construction, or if there would be a substantial reduction in agricultural production or loss of prime farmland soils. The Proposed Action, and actions in the recent past, have not reduced and would not reduce prime farmland soils or agricultural production. The locations of other past and present projects are located on previously disturbed land. The past, present and future projects require SWPPP measures and BMPs. The disturbance of 3.4 acres of soils, when combined with past and proposed projects on Kirtland AFB, would not create a significant cumulative adverse impact, as all construction projects require prescribed erosion controls and stabilization of the disturbed area. As indicated previously, the majority of the past, present, and foreseeable projects are located on previously disturbed sites.

The significance threshold for water resources includes actions that substantially deplete groundwater supplies or interfere with groundwater recharge, substantially alter drainage patterns, or result in the loss of Waters of the U.S. that cannot be compensated. The construction associated with the Proposed Action, in combination with the other construction, would increase the stormwater run-off and, without proper erosion and sedimentation control measures, could adversely affect drainage flow and surface water quality. However, implementation of the required SWPPP and stormwater retention basin would reduce erosion and sedimentation during construction to negligible levels and would eliminate post-construction erosion and sedimentation from the site. The four Kirtland AFB stormwater retention ponds would minimize any potential losses of groundwater recharge. The same measures have been and would be implemented for other construction projects; therefore, cumulative impacts would not be significant.

#### **5.1.2.7 Air Quality**

Cumulative impacts on air quality would be considered significant if the action results in a violation of ambient air quality standards, obstructs implementation of an air quality plan, or exposes sensitive receptors to substantial pollutant concentrations. Construction emissions associated with other past, existing and planned projects would be short-term and minor. Although AEHD Air Quality Division is under a 20-year SIP to reduce CO emissions, the air quality in Bernalillo County has improved to the extent that, as a result of the 10-year review, the AEHD approved a CO Limited Maintenance Plan, which has eliminated the requirement for

General Conformity analyses. The combined emissions from the Proposed Action, when considered with potential emissions from the other actions considered, are not expected to have any significant cumulative impacts on air quality, especially in view of the improvements in Bernalillo County air quality.

#### **5.1.2.8 GHG and Climate Change**

Globally, the cumulative increase of GHG would have an overall adverse impact on the earth's climate and on marine and freshwater ecosystems. Other past, existing, and planned construction projects in the area are small in scale and the emissions from these projects will not exceed the 27,557 ton *de minimis* threshold for a significant action. The combined GHG emissions from the Proposed Action, when considered with potential emissions from the other actions considered, are not expected to have any significant cumulative impacts on climate change or other natural resources.

#### **5.1.2.9 Hazardous Materials and Waste Management**

Significant cumulative impacts would occur if an action created a public hazard, if the site was considered a hazardous waste site that poses health risks, or if the action would impair the implementation of an adopted emergency response or evacuation plan. All past, present, and future projects incorporate measures to limit or control hazardous materials and waste into the design and operation plan of the facility. Therefore, the effects of the Proposed Action, when combined with other ongoing and proposed projects on Kirtland AFB, would not be considered a significant cumulative impact.

#### **5.1.2.10 Safety and Occupational Health**

Safety and occupational health are vulnerable to incremental effects, and if the cumulative actions were to risk the safety and health of the personnel, cumulative impacts would be considered significant. Many of the other past, present and planned action are construction projects with relatively low catastrophic risk factors. However, several actions in aviation have taken place at Kirtland AFB over the last decade that have increased or decreased operations and changed aircraft type, number of operations, and support staff. As a result, safety and occupational health issues at the airfield have also varied. The new flight simulators and aircraft would improve safety for the SOF students and personnel. Therefore, the effects of the Proposed Action, when combined with other ongoing and proposed projects on Kirtland AFB, would not be considered a significant cumulative impact.

#### **5.1.2.11 Noise**

Actions would be considered to cause significant cumulative impacts if they permanently increase ambient noise levels over the 65 dBA or raise the ambient noise by 3 dBA or greater. ABQ is planning to close runway 17-35 in late 2011 and instead, ABQ aircraft will utilize runways 12-30, 3-21 or 8-26. ABQ and FAA have prepared an EA and new INM noise contours describing the impacts of this proposed change in runway configuration. Runway 17-35 runs north and south, and noise impacts on the neighborhoods north of ABQ would be reduced if the runway closure is implemented. The Proposed Action would not increase existing noise contours. Thus, the noise generated by the SOF training exercises and construction activities, when considered with the other existing and proposed projects on Kirtland AFB, would not be considered a significant cumulative adverse effect. The reasonable past, present, and foreseeable actions would result in only temporary increases in ambient noise levels during construction activities.

#### **5.1.2.12 Airspace**

Airspace management is vulnerable to incremental effects, and if the cumulative actions were to overload the capacity of the airspace or the controller's ability to manage flight activity, cumulative impacts would be considered significant. The addition of 578 annual sorties by SOF aircraft would represent a 5 percent increase over the current level of flight operations and, thus, would not result in a significant cumulative impact on airspace management. Therefore, the effects of the Proposed Action, when combined with other ongoing and proposed projects on Kirtland AFB, would not be considered a significant cumulative impact.

#### **5.1.2.13 Installation Restoration Program**

Significant cumulative impacts would occur if an action created a public hazard, if the site was disturbed, and if the hazardous wastes within the SWMUs pose health risks. All past, present, and future projects incorporate measures to avoid disturbances to SWMUs sites. Therefore, the effects of the Proposed Action, when combined with other ongoing and proposed projects on Kirtland AFB, would not be considered a significant cumulative impact.

### **5.1.3 Irretrievable and Irreversible Commitment of Resources**

An irreversible commitment of resources is the commitment of Federal funds to the Proposed Action, and would include any construction associated with the SOF training program, such as labor, energy, and building materials. An irretrievable commitment of resources would include

the commitment of land and natural resources, such as soils, vegetation, etc., that are located on the 3.4 acres of previously disturbed land. Kirtland AFB would commit the land and natural resources for the Proposed Action; all other resources (e.g., fuel, energy) to operate the program would be committed by the Air Force and/or private commercial enterprises.

## **5.2 Environmental Design Measures**

Even though no significant impacts were determined in this environmental analysis, this section of the EA describes those measures that could be implemented to reduce or eliminate potential impacts on the human and natural environment. These measures do not constitute mitigation measures to avoid significant impacts. They are recommended BMPs for each resource category that could potentially be affected.

### **5.2.1 Soil, Vegetation, and Wildlife**

Disturbed sites should be utilized to the maximum extent practicable for construction and construction support activities. Native seeds or plants which are compatible with the enhancement of protected species should be used, to the extent feasible, to reseed disturbed areas that would not be landscaped or regularly maintained once construction is complete. Additional environmental protection measures would include BMPs during construction to minimize or prevent erosion and soil loss. If straw bales are used as part of the BMPs, weed- and seed-free straw bales are recommended for use to eliminate the potential for spreading invasive species.

To avoid impacts on migratory bird species, their young, and their nests, construction would be timed to avoid the bird breeding season (typically March through August), if possible. In the event that construction would occur during the nesting season, a qualified biologist would survey the project site immediately before construction. If the survey revealed nesting birds protected by the MBTA, the nests would be avoided and the birds left undisturbed until the young fledge. Alternately, bird nest prevention methods could be implemented at the project site prior to nesting season, or eggs and nestlings could be relocated following USFWS and NMDGF requirements.

### **5.2.2 Cultural Resources**

If any cultural resources are discovered during construction, the Kirtland AFB CRM would be notified, and all construction activities would stop until a qualified archaeologist could assess the



significance of the cultural remains. In particular, if human remains or funerary objects were discovered, construction would immediately cease until the appropriate parties, as required by Native American Graves Protection Act (NAGPRA), are consulted.

### **5.2.3 Water Resources**

The proposed construction activities would require a SWPPP and NOI, which would be prepared and submitted to the NMED as part of the NPDES permit process. The SWPPP would identify BMPs that would be implemented before, during, and after construction.

### **5.2.4 Air Quality**

Emissions associated with construction activities would be less than significant, regardless of the alternative selected. Proper and routine maintenance of all vehicles and other equipment would be implemented to ensure that emissions are within the design standards of all construction equipment. Dust suppression methods would be implemented to minimize fugitive dust. Ongoing operations would be considered less than significant.

### **5.2.5 GHGs and Energy Consumption**

Environmental design measures to reduce GHGs have a certain cost; however, they also constitute an economic benefit by reducing the impacts of climate change and the costs associated with them. GHG reduction practices are grouped into several overarching categories such as transportation, building design and operation, and landscape design. The administration recommends that Federal agencies eliminate waste, recycle, and prevent pollution. Construction BMPs should be incorporated into future construction plans to reduce energy consumption and GHG emissions.

#### **5.2.5.1 Transportation**

A number of BMPs are available for improving fuel efficiency and reducing CO<sub>2</sub> emissions from vehicles. The Intergovernmental Panel on Climate Change recommended several currently available technologies and practices to reduce GHG emissions in the transportation sector:

1. Incorporate more fuel-efficient vehicles into fleet.
2. Incorporate hybrid vehicles into fleet.
3. Use bio-fuels to power vehicles.

4. Encourage a transportation modal shift (*i.e.*, encourage the use of public transportation, from low-occupancy road vehicles to high-occupancy passenger trains and other public high-occupancy public transport systems).
5. Transport commercial goods over rails and inland waterways instead of by heavy-duty trucks.

#### **5.2.5.2 Building Design**

Energy efficiency options for new and existing buildings could considerably reduce CO<sub>2</sub> emissions with net economic benefit. New buildings can be constructed using passive solar building design, low-energy, or zero-energy building techniques, and renewable heat sources. Existing buildings can be made more efficient through the use of insulation, high-efficiency appliances (particularly hot water heaters and furnaces), double or triple-glazed gas-filled windows, external window shades, and building orientation and siting. Renewable heat sources, such as shallow geothermal and passive solar energy, reduce the amount of GHGs emitted. In addition to designing buildings which are more energy efficient to heat, it is possible to design buildings that are more energy efficient to cool by using lighter-colored, more reflective materials in the development of urban areas (e.g., by painting roofs white) and planting trees. This saves energy because it cools the buildings and reduces the urban heat island effect, thus reducing the use of air conditioning.

#### **5.2.5.3 Landscape Design**

Landscaping could be the best long-term investment for reducing heating and cooling costs while also bringing other improvements to land-use development. Summer and winter energy costs could be cut dramatically. Vegetation can protect buildings from winter wind and summer sun and reduce the consumption of water, pesticides, and gas or electric fuel for landscaping and lawn maintenance.

#### **5.2.5.4 Construction Mitigation Measures and BMPs**

In 2002, the construction industry produced approximately 1.7 percent of the total U.S. GHG emissions (USEPA 2009). The main source of construction GHG was combustion emissions from construction equipment; therefore, improved fuel efficiency from construction equipment is considered an important BMP for reducing GHG emissions. Fuel efficiency BMPs include a number of activities such as:

- Minimizing construction equipment idling time to no more than 3 minutes.
- Maintaining construction equipment in proper working condition according to manufacturer's specifications.
- Proper use of equipment.
- Ensuring equipment is the proper size for the job.
- Using alternative fuels for generators at construction sites such as propane or solar, or using electrical power.
- Encouraging and providing carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes.

The administration recommends that Federal agencies eliminate waste, recycle, and prevent pollution. Construction BMPs should include:

- Recycling and or salvaging non-hazardous construction and demolition debris (goal of at least 75 percent by weight).
- Using locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials).
- Minimizing the amount of concrete for paved surfaces or utilizing a low carbon concrete option.
- Developing a plan to efficiently use water for adequate dust control.

These BMPs and others should be incorporated into future construction plans to reduce energy consumption and GHG emissions.

#### **5.2.6 Hazardous Materials and Waste Management**

Hazardous and toxic materials/wastes in the project area during construction would likely consist of POL. If hazardous waste is generated, it would be disposed of according to Federal, state, and local regulations, as well as existing Air Force regulations and procedures. No maintenance of construction equipment should be conducted on-site, minimizing the potential for spills or direct contact with POLs. Equipment and vehicles parked overnight, or left for lengthy periods on-site, would be fitted with drip pans. On-site use of construction equipment, use of chemical products, and wastes generated during construction will comply with all Federal, state, and local regulations relating to protecting the environment from hazardous materials and containing spills. No hazardous wastes will be stored on the site. The SPCCP will describe all actions that must be taken in case of a hazardous or toxic spill.

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***SECTION 6.0***  
***REFERENCES***





## 6.0 REFERENCES

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**SECTION 7.0**  
**LIST OF PREPARERS**







## 7.0 LIST OF PREPARERS

Name	Discipline/Expertise	Experience	Role In Preparing Report
Steve Kolian	Environmental Assessment	13 years of environmental assessment and remediation experience	Project Manager, EA Preparation
Greg Lacy	Wildlife Biology	14 years performing NEPA and natural resources studies	Biological Field Survey
John Lindemuth	Archaeology	15 years as a professional archaeologist	Cultural Resources Evaluation
Sharon Newman	Geographic Information System (GIS)/Graphics	17 years of GIS analysis	GIS and Graphics
Eric Webb	Biology and Ecology	18 years preparing NEPA documentation and related studies	QA/QC Review
Chris Ingram	Biology and Geology	33 years EA/EIS studies	QA/QC Review
Howard Nass	Forestry and Wildlife	19 years experience of natural resources studies and NEPA	QA/QC Review

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***SECTION 8.0***  
***ACRONYMS AND ABBREVIATIONS***





## 8.0 ACRONYMS AND ABBREVIATIONS

ABW	Air Base Wing
ABQ	Albuquerque International Sunport Airport
ACAT	Acquisition Category
ACC	Air Combat Command
ADT	Average Daily Traffic
AEHD	Albuquerque Environmental Health Department
AETC	Air Education and Training Command
AFB	Air Force Base
AFI	Air Force Instruction
AFMC	Air Force Materiel Command
AFOSH	Air Force Occupational and Environmental Safety, Fire Protection, and Health
AFRL	Air Force Research Laboratory
AFSOC	Air Force Special Operations Command
AGE	Aerospace Ground Equipment
AGL	Above Ground Level
AIR FORCE	United States Air Force
ANSI	American National Standards Institute
APZ	Accident Potential Zone
AQCB	Albuquerque-Bernalillo County Air Quality Control Board
AR	Aerial Refueling
AST	Aboveground Storage Tank
ATCAA	Air Traffic Control Assigned Airspace
ATD	Aircrew Training Device
BAI	Backup Aircraft Inventory
BASH	Bird Aircraft Strike Hazard
BCP	Base Comprehensive Plan
BEA	Bureau of Economic Analysis
BGS	Below Ground Surface
BIA	Bureau of Indian Affairs
BIDDS	Base Information Digital Distribution System
BMP	Best Management Practice
BOS	Base Operations Support
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CRM	Cultural Resource Manager
CSAR	Combat Search and Rescue
CWA	Clean Water Act
dB	Decibel
dBA	A-Weighted Decibels
DNL	Day-Night Average Sound Level
DoD	Department of Defense
DOE	Department of Energy
DZ	Drop Zone

EA	Environmental Assessment
EDMS	Emissions and Dispersion Modeling System
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EISA	Energy Independence and Security Act
EO	Executive Order
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FICUN	Federal Interagency Committee on Urban Noise
FONSI	Finding of No Significant Impact
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographic Information System
GSRC	Gulf South Research Corporation
HUC	Hydrologic Unit Code
HUD	Housing and Urban Development
IAP	Initial Accumulation Point
ICRMP	Integrated Cultural Resources Management Plan
IICEP	Interagency/Intergovernmental Coordination for Environmental Planning
INRMP	Integrated Natural Resources Management Plan
IOC	Initial Operating Capacity
IRP	Installation Restoration Program
JP-8	Jet Propulsion Fuel Grade 8
JROC	Joint Requirements Oversight Council
kV	Kilovolt
LAN	Local Area Network
LOA	Letter of Agreement
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons Per Day
MILCON	Military Construction
MRI	Midwest Research Institute
MSA	Metropolitan Statistical Area
MSL	Mean Sea Level
CGP	Construction General Permit
MTR	Military Training Route
MVA	Megavolt Ampere
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMAAQ	New Mexico Ambient Air Quality Standards
NMAC	New Mexico Administrative Code
NMDGF	New Mexico Department of Game and Fish
NMED	New Mexico Environment Department
NMEMNRD	New Mexico Energy, Minerals, and Natural Resources Department
NO <sub>2</sub>	Nitrogen Dioxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System

NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O&M	Operations and Maintenance
O <sub>3</sub>	Ozone
OSHA	Occupational Safety and Health Administration
PAO	Public Affairs Office
PCPI	Per Capita Personal Income
PM-10	Particulate Matter (under 10 micrograms)
PNM	Public Service Company of New Mexico
POL	Petroleum, Oil, and Lubricants
PSD	Prevention of Significant Deterioration
PTAI	Primary Training Aircraft Inventory
RCRA	Resource Conservation and Recovery Act
RHR	Regional Haze Rule
ROI	Region of Influence
RQS	Rescue Squadron
SEL	Sound Exposure Level
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO <sub>2</sub>	Sulfur Dioxide
SOF	Special Operations Forces
SOP	Standard Operating Procedure
SOS	Special Operations Squadron
SOW	Special Operations Wing
SPCCP	Spill Prevention, Control, and Countermeasures Plan
SPTG/CEV	Support Group/Environmental Branch
SWMU	Solid Waste Management Unit
SWPPP	Stormwater Pollution Prevention Plan
TCE	Trichloroethane
TCR	The Climate Registry
TPI	Total Personal Income
UHF	Ultra High Frequency
U.S.	United States
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
VHF	Very High Frequency
WCA	Wildlife Conservation Act

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***APPENDIX A***  
***LIST OF THREATENED AND ENDANGERED SPECIES***







## Listed and Sensitive Species in Bernalillo County

Total number of species: 16



Common Name	Scientific Name	Group	Status
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	Bird	Candidate
New Mexican meadow jumping mouse	<i>Zapus hudsonius luteus</i>	Mammal	Candidate
Southwestern willow flycatcher	<i>Empidonax traillii eximius</i>	Bird	Endangered
Rio Grande silvery minnow	<i>Hybognathus amarus</i>	Fish	Endangered
<b>Designated Critical Habitat</b>			
Black-footed ferret <sup>2</sup>	<i>Mustela nigripes</i>	Mammal	Endangered
Mexican spotted owl	<i>Strix occidentalis lucida</i>	Bird	Threatened
<b>Designated Critical Habitat</b>			

### Species of Concern

**Species of Concern are included for planning purposes only.**

Common Name	Scientific Name	Group	Status
Millipede	<i>Comanchelus chihuensis</i>	Arthropod - Invertebrate	Species of Concern
American peregrine falcon	<i>Falco peregrinus anatum</i>	Bird	Species of Concern
Arctic peregrine falcon	<i>Falco peregrinus tundrius</i>	Bird	Species of Concern
Baird's sparrow	<i>Ammodramus bairdii</i>	Bird	Species of Concern
Black tern	<i>Chlidonias niger</i>	Bird	Species of Concern
Mountain plover	<i>Charadrius montanus</i>	Bird	Species of Concern
Northern goshawk	<i>Accipiter gentilis</i>	Bird	Species of Concern
Western burrowing owl	<i>Athene cucularia hypugaea</i>	Bird	Species of Concern
Pecos River muskrat	<i>Ondatra zibethicus ripensis</i>	Mammal	Species of Concern
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	Mammal	Species of Concern

<b>Endangered</b>	Any species which is in danger of extinction throughout all or a significant portion of its range.	<b>Threatened</b>	Any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.
<b>Candidate</b>	Candidate Species (taxa for which the Service has sufficient information to propose that they be added to list of endangered and threatened species, but the listing action has been precluded by other higher priority listing activities).	<b>Proposed</b>	Any species of fish, wildlife or plant that is proposed in the Federal Register to be listed under section 4 of the Act. This could be either proposed for endangered or threatened status.
<b>Species of Concern</b>	Taxa for which further biological research and field study are needed to resolve their conservation status OR are considered sensitive, rare, or declining on lists maintained by Natural Heritage Programs, State wildlife agencies, other Federal agencies, or professional/academic scientific societies. <b>Species of Concern are included for planning purposes only.</b>		

### Foot Notes:

**D** Designated Critical Habitat.

**1** Introduced population.

**2** Survey should be conducted if project involves impacts to prairie dog towns or complexes of 200+ acres or more for the Gunnison's prairie dog (*Cynomys gunnisoni*) and/or 80+ acres or more for any subspecies of Black-tailed prairie dog (*Cynomys ludovicianus*). A complex consists of two or more neighboring prairie dog towns within 4.3 miles (7 kilometers) of each other.

**P** Proposed Critical Habitat.

**3** Extirpated in this county.





## Listed and Sensitive Species in Bernalillo County

Total number of species: 16



Common Name	Scientific Name	Group	Status
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### Species of Concern

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Arctic peregrine falcon	<i>Falco peregrinus tundrius</i>	Bird	Species of Concern
Baird's sparrow	<i>Ammodramus bairdii</i>	Bird	Species of Concern
Black tern	<i>Chlidonias niger</i>	Bird	Species of Concern
Mountain plover	<i>Charadrius montanus</i>	Bird	Species of Concern
Northern goshawk	<i>Accipiter gentilis</i>	Bird	Species of Concern
Western burrowing owl	<i>Athene cucularia hypugaea</i>	Bird	Species of Concern
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Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	Mammal	Species of Concern

<b>Endangered</b>	Any species which is in danger of extinction throughout all or a significant portion of its range.	<b>Threatened</b>	Any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.
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**P** Proposed Critical Habitat.

**3** Extirpated in this county.



***APPENDIX B***  
***INTERAGENCY/INTERGOVERNMENTAL COORDINATION FOR***  
***ENVIRONMENTAL PLANNING LETTERS***

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Jackie Andrew  
Southwestern Region NEPA Coordinator  
U.S. Forest Service  
333 Broadway Boulevard SE  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Andrew

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

The old legacy tanker planes, HC/MC-130P/N aircraft dating from the 1960s, would be replaced by the new HC/MC-130J tanker planes. The total number of aircraft would increase by no more than four Primary Training Aircraft Inventory (PTAI) and one Backup Aircraft Inventory (BAI) aircraft.

Personnel numbers and sorties would potentially grow to accommodate the additional training requirements in support of the increasing HC/MC-130J fleets, while maintaining training on the remaining legacy fleet. Upon retirement of the legacy platform, training will remain near or may slightly increase above current levels because of the increased HC/MC-130J force structure over the current legacy force structure. This proposed action may increase base personnel by up to 26 officers, 136 enlisted staff and 9 civilians, and the average daily student population could increase by approximately 37. The number of annual sorties could increase by up to approximately 578 representing a 5 percent increase in the number of flights at Kirtland AFB. No supersonic flights would be associated with either aircraft.

The EA will analyze the proposed action and no action alternative, and present any potential environmental impacts that may result from implementation of the HC/MC-130 Recapitalization at Kirtland AFB. The proposed action involves construction of new facilities and additions to existing facilities to accommodate the new aircraft.

Please note that this Draft EA has been revised from a previous version submitted for public review on 3 October 2010. The Proposed Action has not changed; however, the Albuquerque International Sunport recently performed a new Federal Aviation Administration (FAA) Integrated Noise Model (INM)

for use in this EA. The new noise contours have been incorporated into the Draft EA and it will be submitted again for a second 30-day public review period.

In accordance with Executive Order 12372, Intergovernmental Review of Federal Programs, I request your participation by reviewing the Draft EA and solicit your comments concerning the proposal and any potential environmental concerns you may have. Copies of the Draft EA and the proposed Finding of No Significant Impact are available at <http://www.kirtland.af.mil> under the environmental issues tab. Please provide written comments on the Draft EA or other information regarding the action at your earliest convenience but no later than 30 days from the receipt of this letter.

Appendix B of the Draft EA contains a listing of those Federal, state, and local agencies that have been contacted. If there are any additional agencies that you feel should review and comment on the proposed activities, please include them in your distribution of this letter.

Please address questions or comments on this proposed action to the NEPA Program Manager, 377 MSG/CEANQ, 2050 Wyoming Boulevard SE, Suite 125, KAFB NM 87117, or via email to [nepa@kirtland.af.mil](mailto:nepa@kirtland.af.mil).

Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Mr. Tim Tandy  
Federal Aviation Administration  
ASW-640  
260 Meachum Blvd.  
Ft. Worth TX 76137-4298

RE: Recapitalization of the Hercules Tanker Fleet

Dear Mr. Tandy

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

The old legacy tanker planes, HC/MC-130P/N aircraft dating from the 1960s, would be replaced by the new HC/MC-130J tanker planes. The total number of aircraft would increase by no more than four Primary Training Aircraft Inventory (PTAI) and one Backup Aircraft Inventory (BAI) aircraft.

Personnel numbers and sorties would potentially grow to accommodate the additional training requirements in support of the increasing HC/MC-130J fleets, while maintaining training on the remaining legacy fleet. Upon retirement of the legacy platform, training will remain near or may slightly increase above current levels because of the increased HC/MC-130J force structure over the current legacy force structure. This proposed action may increase base personnel by up to 26 officers, 136 enlisted staff and 9 civilians, and the average daily student population could increase by approximately 37. The number of annual sorties could increase by up to approximately 578 representing a 5 percent increase in the number of flights at Kirtland AFB. No supersonic flights would be associated with either aircraft.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Mary Lou Leonard  
City of Albuquerque  
Acting Director  
Environmental Health Department  
P.O. Box 1293  
Albuquerque NM 87103

RE: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Leonard

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Terra Monasco  
New Mexico Game and Fish  
Assistant Chief of Conservation Services Division  
P.O. Box 25112  
Santa Fe NM 87504

RE: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Monasco

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Georgia Cleverly  
New Mexico Environment Department  
Office of Planning and Performance  
P.O. Box 5469  
Santa Fe NM 87502-5469

RE: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Cleverly

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Mr. Ed Singleton, District Manager  
Bureau of Land Management  
Albuquerque District Office  
435 Montano Road NE  
Albuquerque NM 87107-4935

RE: Recapitalization of the Hercules Tanker Fleet

Dear Mr. Singleton

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Mr. Josh Sherman, District Conservationist  
National Resources Conservation Service  
Albuquerque Service Center  
6200 Jefferson NE, Room 125  
Albuquerque NM 87109

RE: Recapitalization of the Hercules Tanker Fleet

Dear Mr. Sherman

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Mr. Al Armendariz, Regional Administrator  
U.S. Environmental Protection Agency, Region 6  
Fountain Place 12th Floor, Suite 1200  
1445 Ross Avenue  
Dallas TX 75202-2733

RE: Recapitalization of the Hercules Tanker Fleet

Dear Mr. Armendariz

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Bernalillo County Open Space  
111 Union Square SE, Suite 200  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

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ROBERT L. MANESS, Colonel, USAF,  
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Bernalillo County Parks and Recreation  
111 Union Square  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Bernalillo County Zoning, Building and Planning Department  
111 Union Square SE, Suite 100  
Albuquerque NM 87102

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Bernalillo County Environmental Health Office  
111 Union Square SE  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Bernalillo County Water Resources Program  
2400 Broadway SE, Building N  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

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ROBERT L. MANESS, Colonel, USAF,  
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Mr. Robert Campellone  
U.S. Fish and Wildlife Service  
Division of Planning  
P.O. Box 1306  
Albuquerque NM 87103

RE: Recapitalization of the Hercules Tanker Fleet

Dear Mr. Campellone

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Sincerely

A handwritten signature in black ink, appearing to read 'Robert L. Maness', with a stylized, flowing script.

ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Mr. Jeff Robins  
NNSA Service Center  
P.O. Box 5400  
Albuquerque NM 87185-5400

RE: Recapitalization of the Hercules Tanker Fleet

Dear Mr. Robins

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Board of Directors  
Mid Region Council of Governments  
809 Copper Ave NW  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Commissioner Michael Brasher  
Bernalillo County Board of Commissioners, District #5  
One Civic Plaza NW  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

Dear Commissioner Brasher

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Commissioner Art De La Cruz  
Bernalillo County Board of Commissioners, District #2  
One Civic Plaza, NW  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

Dear Commissioner De La Cruz

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Sue Hansen, Project Manager  
Ciudad Soil and Water Conservation District  
6200 Jefferson NE, Room 125  
Albuquerque NM 87109

RE: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Hansen

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Councilor Don Harris  
Albuquerque City Council, District 9  
One Civic Plaza NW, Room 9087  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

Dear Councilor Harris

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Councilor Rey Garduño  
Albuquerque City Council, District 6  
One Civic Plaza NW, Room 9087  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

Dear Councilor Garduño

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Councilor Isaac Benton  
Albuquerque City Council, District 3  
One Civic Plaza NW, Room 9087  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

Dear Councilor Benton

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Deborah Stover, Director  
City of Albuquerque Planning Department  
P.O. Box 1293  
Albuquerque NM 87103

RE: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Stover

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Barbara Baca, Director  
City of Albuquerque Parks and Recreation Department  
P.O. Box 1293  
Albuquerque NM 87103

RE: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Baca

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

The Honorable Sheryl Williams Stapleton  
New Mexico House of Representatives  
Box 25385  
Albuquerque NM 87108

RE: Recapitalization of the Hercules Tanker Fleet

Dear Representative Stapleton

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

The Honorable Cisco McSorley  
New Mexico State Senate  
415 Wellesley Place NE  
Albuquerque NM 87106

RE: Recapitalization of the Hercules Tanker Fleet

Dear Senator McSorley

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

The Honorable Patrick H. Lyons, Commissioner  
New Mexico State Land Office  
P.O. Box 1148  
Santa Fe NM 87504-1148

RE: Recapitalization of the Hercules Tanker Fleet

Dear Commissioner Lyons

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

The Honorable Jim Noel, Cabinet Secretary  
New Mexico Energy, Minerals and Natural Resources Department  
1220 South St. Francis Drive  
Santa Fe NM 87505

RE: Recapitalization of the Hercules Tanker Fleet

Dear Secretary Noel

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Mr. Tom Bagwell, Interim Director/Secretary  
New Mexico Department of Agriculture  
MSC 3189, Box 30005  
Las Cruces NM 88003-8005

RE: Recapitalization of the Hercules Tanker Fleet

Dear Mr. Bagwell

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

The Honorable Harry Teague  
House of Representatives, 2 Congressional District of New Mexico  
111 School of Mines Road  
Socorro NM 87801

RE: Recapitalization of the Hercules Tanker Fleet

Dear Representative Teague

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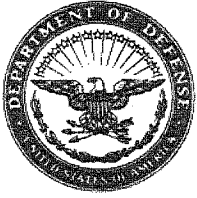
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

The Honorable Martin Heinrich  
House of Representatives, 1 Congressional District of New Mexico  
20 First Plaza NW, Suite 603  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

Dear Representative Heinrich

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

The Honorable Tom Udall  
United States Senate  
219 Central Ave NW, Suite 210  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

Dear Senator Udall

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

The old legacy tanker planes, HC/MC-130P/N aircraft dating from the 1960s, would be replaced by the new HC/MC-130J tanker planes. The total number of aircraft would increase by no more than four Primary Training Aircraft Inventory (PTAI) and one Backup Aircraft Inventory (BAI) aircraft.

Personnel numbers and sorties would potentially grow to accommodate the additional training requirements in support of the increasing HC/MC-130J fleets, while maintaining training on the remaining legacy fleet. Upon retirement of the legacy platform, training will remain near or may slightly increase above current levels because of the increased HC/MC-130J force structure over the current legacy force structure. This proposed action may increase base personnel by up to 26 officers, 136 enlisted staff and 9 civilians, and the average daily student population could increase by approximately 37. The number of annual sorties could increase by up to approximately 578 representing a 5 percent increase in the number of flights at Kirtland AFB. No supersonic flights would be associated with either aircraft.

The EA will analyze the proposed action and no action alternative, and present any potential environmental impacts that may result from implementation of the HC/MC-130 Recapitalization at Kirtland AFB. The proposed action involves construction of new facilities and additions to existing facilities to accommodate the new aircraft.

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Please address questions or comments on this proposed action to the NEPA Program Manager, 377 MSG/CEANQ, 2050 Wyoming Boulevard SE, Suite 125, KAFB NM 87117, or via email to [nepa@kirtland.af.mil](mailto:nepa@kirtland.af.mil).

Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

The Honorable Jeff Bingaman  
United States Senate  
625 Silver Avenue SW, Suite 130  
Albuquerque NM 87102

RE: Recapitalization of the Hercules Tanker Fleet

Dear Senator Bingaman

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Julie Alcon  
U.S. Army Corps of Engineers  
Chief of Environmental Resources Section  
4101 Jefferson Plaza NE  
Albuquerque NM 87109

RE: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Alcon

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Randall Vicente  
Pueblo of Acoma  
P.O. Box 309  
Acoma NM 87034

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Vicente

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Robert Pecos  
Pueblo of Cochiti  
Cochiti Pueblo NM 87072

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Pecos

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

President Mark Chino  
Mescalero Apache Tribe  
P.O. Box 227  
Mescalero NM 88340

RE: Recapitalization of the Hercules Tanker Fleet

Dear President Chino

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Marcellus Medina  
Pueblo of Zia  
135 Capitol Square Drive  
Zia Pueblo NM 87053-6013

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Medina

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Arlen P. Quetawki, Sr.  
Pueblo of Zuni  
P.O. Box 339  
Zuni NM 87327

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Quetawki, Sr.

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Mark Mitchell  
Pueblo of Tesuque  
Route 42, Box 360-T  
Santa Fe NM 87506

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Mitchell

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Chairman Chandler Sanchez  
All Indian Pueblo Council  
2401 12 Street NW  
Albuquerque NM 87103

RE: Recapitalization of the Hercules Tanker Fleet

Dear Chairman Sanchez

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

The old legacy tanker planes, HC/MC-130P/N aircraft dating from the 1960s, would be replaced by the new HC/MC-130J tanker planes. The total number of aircraft would increase by no more than four Primary Training Aircraft Inventory (PTAI) and one Backup Aircraft Inventory (BAI) aircraft.

Personnel numbers and sorties would potentially grow to accommodate the additional training requirements in support of the increasing HC/MC-130J fleets, while maintaining training on the remaining legacy fleet. Upon retirement of the legacy platform, training will remain near or may slightly increase above current levels because of the increased HC/MC-130J force structure over the current legacy force structure. This proposed action may increase base personnel by up to 26 officers, 136 enlisted staff and 9 civilians, and the average daily student population could increase by approximately 37. The number of annual sorties could increase by up to approximately 578 representing a 5 percent increase in the number of flights at Kirtland AFB. No supersonic flights would be associated with either aircraft.

The EA will analyze the proposed action and no action alternative, and present any potential environmental impacts that may result from implementation of the HC/MC-130 Recapitalization at Kirtland AFB. The proposed action involves construction of new facilities and additions to existing facilities to accommodate the new aircraft.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Nelson J. Cordova  
Pueblo of Taos  
P.O. Box 1846  
Taos NM 87571

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Cordova

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor David F. Garcia  
Kewa Pueblo  
P.O. Box 99  
Santa Domingo Pueblo NM 87052

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Garcia

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Walter Dasheno  
Pueblo of Santa Clara  
P.O. Box 580  
Espanola NM 87532

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Dasheno

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Lawrence Montoya  
Pueblo of Santa Ana  
2 Dove Road  
Santa Ana Pueblo NM 87004

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Montoya

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Malcolm Montoya  
Pueblo of Sandia  
481 Sandia Loop  
Bernalillo NM 87004

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Montoya

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Perry Martinez  
Pueblo of San Ildefonso  
Route 5, Box 315-A  
Santa Fe, NM 87506

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Martinez

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Raymond Sandoval  
Pueblo of San Felipe  
P.O. Box 4339  
San Felipe Pueblo NM 87001

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Sandoval

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor George Rivera  
Pueblo of Pojoaque  
78 Cities of Gold Road  
Santa Fe NM 87506

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Rivera

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Gerald Nailor  
Pueblo of Picuris  
P.O. Box 127  
Penasco NM 87553

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Nailor

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

The old legacy tanker planes, HC/MC-130P/N aircraft dating from the 1960s, would be replaced by the new HC/MC-130J tanker planes. The total number of aircraft would increase by no more than four Primary Training Aircraft Inventory (PTAI) and one Backup Aircraft Inventory (BAI) aircraft.

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The EA will analyze the proposed action and no action alternative, and present any potential environmental impacts that may result from implementation of the HC/MC-130 Recapitalization at Kirtland AFB. The proposed action involves construction of new facilities and additions to existing facilities to accommodate the new aircraft.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Ron Lovato  
Ohkay Owingeh  
P.O. Box 1099  
San Juan Pueblo NM 87566

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Lovato

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Speaker Lawrence T. Morgan  
Navajo Nation Council  
P.O. Box 3390  
Window Rock AZ 86515

RE: Recapitalization of the Hercules Tanker Fleet

Dear Speaker Morgan

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Ernest Mirabal  
Pueblo of Nambe  
Route 1, Box 117-BB  
Santa Fe NM 87506

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Mirabal

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

President Ben Shelly  
Navajo Nation  
P.O. Box 9000  
Window Rock AZ 86515

RE: Recapitalization of the Hercules Tanker Fleet

Dear President Shelly

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Richard Luarkie  
Pueblo of Laguna  
P.O. Box 194  
Laguna Pueblo NM 87026

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Luarkie

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

President Levi Pesata  
Jicarilla Apache Nation  
P.O. Box 507  
Dulce NM 87528

RE: Recapitalization of the Hercules Tanker Fleet

Dear President Pesata

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130P tanker training force structure assigned to the 58 Special Operations Wing (SOW), Kirtland Air Force Base (AFB). We are writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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ROBERT L. MANESS, Colonel, USAF,  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Michael Toledo  
Pueblo of Jemez  
P.O. Box 100  
Jemez Pueblo NM 87024

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Toledo

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ROBERT L. MANESS, Colonel, USAF,  
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

APR 7 2011

Colonel Robert L. Maness  
377ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Governor Frank Lujan  
Pueblo of Isleta  
P.O. Box 1270  
Isleta Pueblo NM 87022

RE: Recapitalization of the Hercules Tanker Fleet

Dear Governor Lujan

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ROBERT L. MANESS, Colonel, USAF,  
Commander

***APPENDIX C***  
***AIR QUALITY CALCULATIONS***





# CALCULATION SHEET-COMBUSTIBLE EMISSIONS-CONSTRUCTION KIRTLAND AFB

Assumptions for Combustible Emissions					
Type of Construction Equipment	Num. of Units	HP Rated	Hrs/day	Days/yr	Total hp-hrs
Water Truck	1	300	8	240	576000
Diesel Road Compactors	1	100	8	40	32000
Diesel Dump Truck	1	300	8	60	144000
Diesel Excavator	1	300	8	10	24000
Diesel Hole Trenchers	1	175	8	10	14000
Diesel Bore/Drill Rigs	1	300	8	10	24000
Diesel Cement & Mortar Mixers	1	300	8	90	216000
Diesel Cranes	1	175	8	90	126000
Diesel Graders	1	300	8	90	216000
Diesel Tractors/Loaders/Backhoes	1	100	8	180	144000
Diesel Bull Dozers	1	300	8	10	24000
Diesel Front End Loaders	1	300	8	10	24000
Diesel Fork Lifts	2	100	8	90	144000
Diesel Generator Set	2	40	8	240	153600

Emission Factors							
Type of Construction Equipment	VOC g/hp-hr	CO g/hp-hr	NOx g/hp-hr	PM-10 g/hp-hr	PM-2.5 g/hp-hr	SO2 g/hp-hr	CO2 g/hp-hr
Water Truck	0.440	2.070	5.490	0.410	0.400	0.740	536.000
Diesel Road Compactors	0.370	1.480	4.900	0.340	0.330	0.740	536.200
Diesel Dump Truck	0.440	2.070	5.490	0.410	0.400	0.740	536.000
Diesel Excavator	0.340	1.300	4.600	0.320	0.310	0.740	536.300
Diesel Trenchers	0.510	2.440	5.810	0.460	0.440	0.740	535.800
Diesel Bore/Drill Rigs	0.600	2.290	7.150	0.500	0.490	0.730	529.700
Diesel Cement & Mortar Mixers	0.610	2.320	7.280	0.480	0.470	0.730	529.700
Diesel Cranes	0.440	1.300	5.720	0.340	0.330	0.730	530.200
Diesel Graders	0.350	1.360	4.730	0.330	0.320	0.740	536.300
Diesel Tractors/Loaders/Backhoes	1.850	8.210	7.220	1.370	1.330	0.950	691.100
Diesel Bull Dozers	0.360	1.380	4.760	0.330	0.320	0.740	536.300
Diesel Front End Loaders	0.380	1.550	5.000	0.350	0.340	0.740	536.200
Diesel Fork Lifts	1.980	7.760	8.560	1.390	1.350	0.950	690.800
Diesel Generator Set	1.210	3.760	5.970	0.730	0.710	0.810	587.300

# CALCULATION SHEET-COMBUSTIBLE EMISSIONS-CONSTRUCTION KIRTLAND AFB

Emission factors (EF) were generated from the NONROAD2005 model for the 2006 calendar year. The VOC EFs includes exhaust and evaporative emissions. The VOC evaporative components included in the NONROAD2005 model are diurnal, hotsoak, running loss, tank permeation, hose permeation, displacement, and spillage. The construction equipment age distribution in the NONROAD2005 model is based on the population in U.S. for the 2006 calendar year.

Emission Calculations							
Type of Construction Equipment	VOC tons/yr	CO tons/yr	NOx tons/yr	PM-10 tons/yr	PM-2.5 tons/yr	SO2 tons/yr	CO2 tons/yr
Water Truck	0.279	1.314	3.485	0.260	0.254	0.470	340.227
Diesel Road Paver	0.013	0.052	0.173	0.012	0.012	0.026	18.909
Diesel Dump Truck	0.070	0.328	0.871	0.065	0.063	0.117	85.057
Diesel Excavator	0.009	0.034	0.122	0.008	0.008	0.020	14.184
Diesel Hole Cleaners\Trenchers	0.008	0.038	0.090	0.007	0.007	0.011	8.266
Diesel Bore/Drill Rigs	0.016	0.061	0.189	0.013	0.013	0.019	14.010
Diesel Cement & Mortar Mixers	0.145	0.552	1.733	0.114	0.112	0.174	126.086
Diesel Cranes	0.061	0.181	0.794	0.047	0.046	0.101	73.619
Diesel Graders	0.083	0.324	1.126	0.079	0.076	0.176	127.657
Diesel Tractors/Loaders/Backhoes	0.294	1.303	1.146	0.217	0.211	0.151	109.669
Diesel Bull Dozers	0.010	0.036	0.126	0.009	0.008	0.020	14.184
Diesel Front End Loaders	0.010	0.041	0.132	0.009	0.009	0.020	14.181
Diesel Aerial Lifts	0.314	1.231	1.358	0.221	0.214	0.151	109.622
Diesel Generator Set	0.205	0.636	1.011	0.124	0.120	0.137	99.411
<b>Total Emissions</b>	<b>1.517</b>	<b>6.132</b>	<b>12.355</b>	<b>1.186</b>	<b>1.154</b>	<b>1.593</b>	<b>1155.081</b>

Conversion factors	
Grams to tons	1.102E-06



CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-CONSTRUCTION KIRTLAND AFB

Construction Worker Personal Vehicle Commuting to Construction Site-Passenger and Light Duty Trucks									
	Emission Factors		Assumptions				Results by Pollutant		
Pollutants	Passenger Cars g/mile	Pick-up Trucks, SUVs g/mile	Mile/day	Day/yr	Number of cars	Number of trucks	Total Emissions Cars tns/yr	Total Emissions Trucks tns/yr	Total tns/yr
VOCs	1.36	1.61	60	240	10	10	0.22	0.26	0.47
CO	12.4	15.7	60	240	10	10	1.97	2.49	4.46
NOx	0.95	1.22	60	240	10	10	0.15	0.19	0.34
PM-10	0.0052	0.0065	60	240	10	10	0.00	0.00	0.00
PM 2.5	0.0049	0.006	60	240	10	10	0.00	0.00	0.00
CO2	369	511	60	240	10	10	58.56	81.09	139.65

Heavy Duty Trucks Delivery Supply Trucks to Construction Site									
	Emission Factors		Assumptions				Results by Pollutant		
Pollutants	10,000-19,500 lb Delivery Truck	33,000-60,000 lb semi trailer rig	Mile/day	Day/yr	Number of trucks	Number of trucks	Total Emissions Cars tns/yr	Total Emissions Trucks tns/yr	Total tns/yr
VOCs	0.29	0.55	60	240	2	2	0.01	0.02	0.03
CO	1.32	3.21	60	240	2	2	0.04	0.10	0.14
NOx	4.97	12.6	60	240	2	2	0.16	0.40	0.56
PM-10	0.12	0.33	60	240	2	2	0.00	0.01	0.01
PM 2.5	0.13	0.36	60	240	2	2	0.00	0.01	0.02
CO2	536	536	60	240	2	2	17.01	17.01	34.02

Daily Commute New Staff Associated with HC/MC - 130J Recap									
	Emission Factors		Assumptions				Results by Pollutant		
Pollutants	Passenger Cars g/mile	Pick-up Trucks, SUVs g/mile	Mile/day	Day/yr	Number of Cars	Number of trucks	Total Emissions cars tns/yr	Total Emissions Trucks tns/yr	Total tns/yr
VOCs	1.36	1.61	20	240	85	85	0.61	0.72	1.34
CO	12.4	15.7	20	240	85	85	5.58	7.06	12.63
NOx	0.95	1.22	20	240	85	85	0.43	0.55	0.98
PM-10	0.0052	0.0065	20	240	85	85	0.00	0.00	0.01
PM 2.5	0.0049	0.006	20	240	85	85	0.00	0.00	0.00
CO2	369	511	20	240	85	85	165.91	229.75	395.66

Truck Emission Factor Source: MOBILE6.2 USEPA 2005 Emission Facts: Average annual emissions and fuel consumption for gasoline-fueled passenger cars and light trucks. EPA 420-F-05-022 August 2005. Emission rates were generated using MOBILE.6 highway.

# CALCULATION SHEET-TRANSPORTATION COMBUSTIBLE EMISSIONS-CONSTRUCTION KIRTLAND AFB

Conversion factor:	gms to tons
	0.000001102

Carbon Equivalents	Conversion Factor
N2O or NOx	311
Methane or VOCs	25

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks;  
<http://www.epa.gov/climatechange/emissions/usinventoryreport.html>

## CARBON EQUIVALENTS

Construction Commuters	Conversion	Emissions CO2 tons/yr	Total CO2
VOCs	25	11.78	
NOx	311	0.34	
Total		12.13	151.77

Delivery Trucks	Conversion	Emissions CO2 tons/yr	Total CO2
VOCs	25	0.67	
NOx	311	173.42	
Total		174.09	208.11

Kirtland AFB staff and Students	Conversion	Emissions CO2 tons/yr	Total CO2
VOCs	25	33.38	
NOx	311	303.43	
Total		336.82	732.48

# CALCULATION SHEET-FUGITIVE DUST-CONSTRUCTION KIRTLAND AFB

## Construction Fugitive Dust Emissions

### Construction Fugitive Dust Emission Factors

Emission Factor	Units	Source
General Construction Activities	0.19 ton PM10/acre-month	MRI 1996; EPA 2001; EPA 2006
New Road Construction	0.42 ton PM10/acre-month	MRI 1996; EPA 2001; EPA 2006

### PM2.5 Emissions

PM2.5 Multiplier	0.10	(10% of PM10 emissions assumed to be PM2.5)	EPA 2001; EPA 2006
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### Control Efficiency

0.50	(assume 50% control efficiency for PM10 and PM2.5 emissions)	EPA 2001; EPA 2006
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### Project Assumptions

#### Construction Area (0.19 ton PM10/acre-month)

Duration of Construction Project	12	months
Length	0	miles
Length (converted)	0	feet
Width	0	feet
Area	4.00	acres

#### Conversion Factors

0.000022957	acres per feet
5280	feet per mile

#### Staging Areas

Duration of Construction Project		months
Length		miles
Length (converted)		feet
Width		feet
Area	0.00	acres

	Project Emissions (tons/year)			
	PM10 uncontrolled	PM10 controlled	PM2.5 uncontrolled	PM2.5 controlled
Construction Area (0.19 ton PM10/ac)	9.12	4.56	0.91	0.46
Staging Areas	0.00	0.00	0.00	0.00
<b>Total</b>	<b>9.12</b>	<b>4.56</b>	<b>0.91</b>	<b>0.46</b>

## Construction Fugitive Dust Emission Factors

### General Construction Activities Emission Factor

**0.19 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The area-based emission factor for construction activities is based on a study completed by the Midwest Research Institute (MRI) Improvement of Specific Emission Factors (BACM Project No. 1), March 29, 1996. The MRI study evaluated seven construction projects in Nevada and California (Las Vegas, Coachella Valley, South Coast Air Basin, and the San Joaquin Valley). The study determined an average emission factor of 0.11 ton PM10/acre-month for sites without large-scale cut/fill operations. A worst-case emission factor of 0.42 ton PM10/acre-month was calculated for sites with active large-scale earth moving operations. The monthly emission factors are based on 168 work-hours per month (MRI 1996). A subsequent MRI Report in 1999, Estimating Particulate Matter Emissions from Construction Operations, calculated the 0.19 ton PM10/acre-month emission factor by applying 25% of the large-scale earthmoving emission factor (0.42 ton PM10/acre-month) and 75% of the average emission factor (0.11 ton PM10/acre-month).

The 0.19 ton PM10/acre-month emission factor is referenced by the EPA for non-residential construction activities in recent procedures documents for the National Emission Inventory (EPA 2001; EPA 2006). The 0.19 ton PM10/acre-month emission factor represents a refinement of EPA's original AP-42 area-based total suspended particle (TSP) emission factor in Section 13.2.3 Heavy Construction Operations. In addition to the EPA, this methodology is also supported by the South Coast Air Quality Management District and the Western Regional Air Partnership (WRAP) which is funded by the EPA and is administered jointly by the Western Governor's Association and the National Tribal Environmental Council. The emission factor is assumed to encompass a variety of non-residential construction activities including building construction (commercial, industrial, institutional, governmental), public works, and travel on unpaved roads. The EPA National Emission Inventory documentation assumes that the emission factors are uncontrolled and recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas.

### New Road Construction Emission Factor

**0.42 ton PM10/acre-month** Source: MRI 1996; EPA 2001; EPA 2006

The emission factor for new road construction is based on the worst-case conditions emission factor from the MRI 1996 study described above (0.42 tons PM10/acre-month). It is assumed that road construction involves extensive earthmoving and heavy construction vehicle travel resulting in emissions that are higher than other general construction projects. The 0.42 ton PM10/acre-month emission factor for road construction is referenced in recent procedures documents for the EPA National Emission Inventory (EPA 2001; EPA 2006).

### PM2.5 Multiplier

**0.10**

PM2.5 emissions are estimated by applying a particle size multiplier of 0.10 to PM10 emissions. This methodology is consistent with the procedures documents for the National Emission Inventory (EPA 2006).

### Control Efficiency for PM10 and PM2.5

**0.50**

The EPA National Emission Inventory documentation recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas. Wetting controls will be applied during project construction (EPA 2006).

### References:

EPA 2001. *Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999*. EPA-454/R-01-006. Office of Air Quality Planning and Standards, United States Environmental Protection Agency. March 2001.

EPA 2006. *Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants*. Prepared for: Emissions Inventory and Analysis Group (C339-02) Air Quality Assessment Division Office of Air Quality Planning and Standards, United States Environmental Protection Agency. July 2006.

MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1)*. Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996.

18068 Federal Register/Vol. 63, No. 70/Monday, April 13, 1998/Notices

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

**[Docket No. 29194]**

**RIN 2120-AC22**

### **Emissions and Dispersion Modeling System Policy for Airport Air Quality Analysis; Interim Guidance to FAA Orders 1050.1D and 5050.4A**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Policy Statement.

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**SUMMARY:** This document provides a statement of Federal Aviation Administration (FAA) policy concerning the required use of the FAA Emissions and Dispersion Modeling System (EDMS) to assess the air quality impacts of proposed airport development projects. To date, the EDMS has been considered an FAA preferred model for airport air quality analysis. The policy statement is intended to ensure consistency and quality of analysis performed to assess the air quality impacts of airport emission sources for purposes of complying with the National Environmental Policy Act of 1969, as amended, 42 USC §§4321 et seq (NEPA) and the Clean Air Act as amended, 42 USC 7401, 7506(c) general conformity (general conformity) requirements.

**EFFECTIVE DATE:** April 13, 1998.

**FOR FURTHER INFORMATION CONTACT:** Ms. Julie Ann Draper, Analysis and Engineering Branch (AEE-120), Technology Division, Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3494.

**SUPPLEMENTARY INFORMATION:** The EDMS was developed by the FAA in cooperation with the U.S. Air Force (USAF) in the mid-1980's as a complex source microcomputer model to assess the air quality impacts of proposed airport development projects. It has since been the FAA preferred model for airport air quality analysis. On July 20, 1993, the Environmental

Protection Agency (EPA) accepted the EDMS as a formal EPA "Preferred Guideline" model for use in civil airports and military bases. In response to the growing needs of the air quality analysis community and changes in regulations, the FAA in cooperation with the USAF re-engineered and enhanced EDMS in 1997 to create EDMS Version 3.0. EDMS Version 3.0 was built under the guidance of a government and industry advisory board composed of experts from the scientific, environmental policy, and analysis fields.

The FAA provides guidance on the use of EDMS in FAA Report No. AEE-AEE-97-03, "Air Quality Procedures for Civilian Airports and Air Force Bases," which updates and replaces the original version of the handbook, FAA Report No. FAA-82-21.

The FAA is taking this opportunity to identify EDMS as the *required* model to perform the air quality analyses for aviation emission sources from airport projects instead of the *preferred* model, as stated in the FAA's "Air Quality Procedures for Civilian Airports and Air Force Bases." This policy statement will serve as the interim written document until the revised FAA Orders 1050, Policies and Procedures for Considering Environmental Impacts, and 5050, Airport Environmental Handbook, are published.

## Policy Statement

EDMS is designed to assess the air quality impacts of airport emission sources, particularly *aviation* sources, which consist of aircraft, auxiliary power units, and ground support equipment. EDMS also offers the capability to model other airport emission sources that are not aviation-specific, such as power plants, fuel storage tanks, and ground access vehicles.

Except for air toxics or where advance written approval has been granted to use an equivalent methodology and computer model by the FAA Office of Environment and Energy (AEE-120), the air quality analyses for aviation emission sources from airport projects conducted to satisfy NEPA and general conformity requirements under the Clean Air Act must be prepared using the most recent EDMS model available at the start of the environmental analysis process. In the event that EDMS is updated after the environmental analysis process is underway, the updated version of EDMS may be used to provide additional disclosure concerning air quality but use is not required. A complete description of all inputs, particularly the specification of non-default data, should be included in the documentation of the air quality analysis for purposes of complying with NEPA and general conformity requirements. Users also must provide one copy of EDMS input files used in the analysis and the corresponding output files to the FAA responsible official on magnetic media specified by the FAA responsible official.

As stated above, EDMS currently is not designed to perform air toxic analyses for aviation sources, and may be supplemented with other air toxic methodology and models in consultation with the appropriate FAA regional program office. Use of supplemental methodology and models for more refined analysis of *non-aviation* sources also is permitted in

consultation with the appropriate FAA regional program office.

This policy is being issued in order to ensure consistency and quality of analysis performed to assess the air quality impacts of airport emission sources for purposes of complying with NEPA and general conformity requirements.

Issued in Washington, DC, on April 6, 1998.

**Paul R. Dykeman,**

*Deputy Director of Environment and Energy.*

[FR Doc. 98-9641 Filed 4-10-98; 8:45am]

## EDMS 5.1 Model Inputs for Sunport Study

Study Created: Thu Jun 11 17:24:02 2009  
Report Date: Tue Jan 26 15:50:36 2010  
Study Pathname: C:\EDMS 5.1\Sunport\Sunport.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Hydrocarbon Modeling: Speciated Hydrocarbon Modeling is not enabled for this study  
Analysis Years: 2009

### Scenarios

Scenario Name:	Description:	Add a description.
Baseline	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

### Airports

Airport Name:	Albuquerque Intl Sunport
IATA Code:	ABQ
ICAO Code:	KABQ
FAA Code:	
Country:	US
State:	New Mexico
City:	Albuquerque
Airport Description:	Albuquerque Intl Sunport
Latitude:	35.040°
Longitude:	-106.609°
Northing:	3878687.15
Easting:	353223.65
UTM Zone:	13
Elevation:	5355.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

### Scenario-Airport: Baseline, Albuquerque Intl Sunport

#### Weather

Baseline, Albuquerque Intl Sunport

Mixing Height: 3000.00 feet  
Temperature: 56.00 °F  
Daily High Temperature: 66.35 °F  
Daily Low Temperature: 45.65 °F  
Pressure: 24.75 inches of Hg  
Sea Level Pressure: 29.94 inches of Hg  
Relative Humidity: 39.35  
Wind Speed: 7.19 knots  
Wind Direction: 0.00 °  
Ceiling: 99999.99 feet  
Visibility: 50.00 miles  
The user has used annual averages.  
Base Elevation: 5354.99 feet  
Date Range: Thursday, January 01, 2004 to Friday, December 31, 2004  
Source Data File Location:  
Upper Air Data File Location:

#### Quarter-Hourly Operational Profiles

Baseline, Albuquerque Intl Sunport

Name: DEFAULT



Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

## Daily Operational Profiles

Baseline, Albuquerque Intl Sunport

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

## Monthly Operational Profiles

Baseline, Albuquerque Intl Sunport

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

## Aircraft

Baseline, Albuquerque Intl Sunport

Default Taxi Out Time: 19.000000 min

Default Taxi In Time: 7.000000 min  
Year: Uses Schedule? Schedule Filename:  
 2009 No (None)

Aircraft Name:  
 Lockheed C-130 Hercules  
 Engine Type:  
 T56-A-15  
 Identification:  
 #1  
 Category:  
 LMTC

Take Off weight: 59874.00 Kgs  
 Approach Weight: 55111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Cart (Taylor Dunn)	Diesel	5.00	5.00	25.00	50.00	
Generator (Generic)	Diesel	0.00	120.00	158.00	82.00	
Lift (Generic)	Diesel	5.00	5.00	115.00	50.00	
Other (Generic)	Diesel	0.00	0.00	140.00	50.00	

Year: 2009  
 Annual Departures: 578  
 Annual Arrivals: 578  
 Annual TGOs: 0  
 Taxi Out Time: Determined by Sequencing model  
 Taxi In Time: Determined by Sequencing model

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

GSE Population	Baseline, Albuquerque Intl Sunport
None.	
Parking Facilities	Baseline, Albuquerque Intl Sunport
None.	
Roadways	Baseline, Albuquerque Intl Sunport
None.	
Stationary Sources	Baseline, Albuquerque Intl Sunport
None.	
Training Fires	Baseline, Albuquerque Intl Sunport
None.	
Gates	Baseline, Albuquerque Intl Sunport
None.	
Taxiways	Baseline, Albuquerque Intl Sunport
None.	
Runways	Baseline, Albuquerque Intl Sunport
None.	
Taxipaths	Baseline, Albuquerque Intl Sunport
None.	

Configurations	Baseline, Albuquerque Intl Sunport
None.	
Buildings	Baseline, Albuquerque Intl Sunport
None.	
Discrete Cartesian Receptors	Baseline, Albuquerque Intl Sunport
None.	
Discrete Polar Receptors	Baseline, Albuquerque Intl Sunport
None.	
Cartesian Receptor Networks	Baseline, Albuquerque Intl Sunport
None.	
Polar Receptor Networks	Baseline, Albuquerque Intl Sunport
None.	
User-Created Aircraft	Baseline, Albuquerque Intl Sunport
None.	
User-Created GSE	Baseline, Albuquerque Intl Sunport
None.	
User-Created APU	Baseline, Albuquerque Intl Sunport
None.	

**Emissions Inventory Summary**  
(Short Tons per Year)  
Baseline - Albuquerque Intl Sunport 2009

Category	CO2	CO	THC	NMHC	VOC	TOG	NOx	SOx	PM-10	PM-2.5
Aircraft	764.510	5.653	2.991	3.458	3.440	3.458	1.472	0.313	N/A	N/A
GSE	N/A	0.269	N/A	0.075	0.080	0.082	0.991	0.020	0.057	0.055
APUs	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Parking Facilities	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roadways	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Stationary Sources	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Training Fires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grand Total	764.510	5.922	2.991	3.533	3.520	3.540	2.463	0.333	0.057	0.055

**Aircraft Emissions Summary**  
(Short Tons per Year)  
Baseline - Albuquerque Intl Sunport 2009

Type	Engine	ID	Euro. G...		CO2	CO	THC	NMHC	VOC	TOG	NOx	SOx	PM-10	PM-...	Fuel Consu...
Lockheed C-130 Hercules	T56-A-15	#1	TP	Total	764.510	5.653	2.991	3.458	3.440	3.458	1.472	0.313	N/A	N/A	242.317
Lockheed C-130 Hercules	T56-A-15	#1	TP	APU(s)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lockheed C-130 Hercules	T56-A-15	#1	TP	GSE	N/A	0.269	N/A	0.075	0.080	0.082	0.991	0.020	0.057	0.055	N/A

## Aircraft Emissions by Mode

(Short Tons per Year)

Baseline - Albuquerque Intl Sunport 2009

Type	Engine	ID	Euro. G...	Mode	CO2	CO	THC	NMHC	VOC	TOG	NOx	SOx	PM-10	PM-...	Fuel Consu...
Lockheed C-130 Hercul...	T56-A-15	#1	TP	Startup	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lockheed C-130 Hercul...	T56-A-15	#1	TP	Taxi Out	314.881	3.643	1.988	2.299	2.287	2.299	0.351	0.129	N/A	N/A	99.804
Lockheed C-130 Hercul...	T56-A-15	#1	TP	Takeoff	103.082	0.074	0.018	0.021	0.021	0.021	0.343	0.042	N/A	N/A	32.673
Lockheed C-130 Hercul...	T56-A-15	#1	TP	Climb Out	149.040	0.056	0.003	0.003	0.003	0.003	0.539	0.061	N/A	N/A	47.239
Lockheed C-130 Hercul...	T56-A-15	#1	TP	Approach	75.854	0.503	0.233	0.269	0.268	0.269	0.101	0.031	N/A	N/A	24.043
Lockheed C-130 Hercul...	T56-A-15	#1	TP	Taxi In	121.652	1.378	0.749	0.866	0.862	0.866	0.137	0.050	N/A	N/A	38.558

**Emissions Inventory Summary**  
(Short Tons per Year)  
Baseline - Albuquerque Intl Sunport 2009

Category	CO2	CO	THC	NMHC	VOC	TOG	NOx	SOx	PM-10	PM-2.5
Aircraft	764.510	5.653	2.991	3.458	3.440	3.458	1.472	0.313	N/A	N/A
GSE	N/A	0.269	N/A	0.075	0.080	0.082	0.991	0.020	0.057	0.055
APUs	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Parking Facilities	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roadways	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Stationary Sources	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Training Fires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grand Total	764.510	5.922	2.991	3.533	3.520	3.540	2.463	0.333	0.057	0.055

CALCULATION SHEET-SUMMARY OF EMISSIONS-KIRTLAND AFB

<b>Proposed Action Construction Emissions for Criteria Pollutants (tons per year)</b>									
Emission Source	VOC	CO	NOx	PM-10	PM-2.5	SO2	CO2	CO2 Equivalents	Total CO2
Combustible Emissions	1.52	6.13	12.35	1.19	1.15	1.59	1155.08	3880.30	5035.38
Construction Site-Fugitive PM-10	NA	NA	NA	4.56	0.46	NA	NA	NA	NA
Construction Workers Commuter & Trucking	0.50	4.60	0.90	0.02	0.02	NA	139.65	292.97	432.61
<b>Total emissions</b>	<b>2.01</b>	<b>10.73</b>	<b>13.26</b>	<b>5.76</b>	<b>1.63</b>	<b>1.59</b>	<b>1294.73</b>	<b>4173.27</b>	<b>5467.99</b>
De minimis Threshold (1)	NA	100.00	NA	NA	NA	NA	NA	NA	NA
Annual Auto Emissions New Staff	1.34	12.63	0.98	0.01	0.00	NA	395.66	336.82	732.48
Annual Emissions Increase Flight Operations	3.54	5.92	2.46	0.06	0.60	0.33	764.50	853.56	1618.06
<b>Total Ongoing Emission/yr</b>	<b>4.88</b>	<b>18.55</b>	<b>3.44</b>	<b>0.07</b>	<b>0.60</b>	<b>NA</b>	<b>1160.16</b>	<b>1190.38</b>	<b>2350.54</b>

1. De-minimis thresholds for Bernalillo County, the location of the Kirtland AFB.

<b>Carbon Equivalents</b>	<b>Conversion Factor</b>
N2O or NOx	311
Methane or VOCs	25

Source: EPA 2010 Reference, Tables and Conversions, Inventory of U.S. Greenhouse Gas Emissions and Sinks;  
<http://www.epa.gov/climatechange/emissions/usinventoryreport.html>



***APPENDIX D***  
***PUBLIC COMMENT AND AGENCY COORDINATION DRAFT EA***





**Kirtland AFB  
Summary of Public Comments  
Draft EA Review  
October 3, 2010 to November 3, 2010**

The Draft EA for the Hercules Tanker Plane Recapitalization at Kirtland AFB was made available for public review from 3 October 2010 to 2 November 2010. Kirtland AFB placed a Notice of Availability (NOA) in the *Albuquerque Journal* on October 3, 2010 announcing the public review period. Table D-1 presents the number and type of public comments received during the 30 day review period.

**Table D-1. Public comments from 30 day comment period.**

<b>Comment Category</b>	<b>Number of Comments</b>
General comments noting the commenter's encouragement or discouragement of the Proposed Action Alternative.	8
Comments related to existing noise conditions and the additional noise associated with the addition of four new MC-130J tanker planes (Proposed Action).	24
Comments on existing air quality issues and air emissions associated with the Proposed Action.	3
Comments on health issues associated with excessive noise emissions of the Proposed Action Alternative.	3

A total of 38 public comments were submitted to Kirtland AFB during the 30-day public comment period. Public comments focused on noise issues associated with aircraft noise in neighborhoods adjacent to the ABQ. Three of the comments are concerned with the health issues associated with elevated levels of noise, and three comments focused on air quality emissions associated with the increased number of flights.

Several individuals expressed that they found it difficult to find a contact person at Kirtland AFB with whom they could voice their complaints. Noise complaints at Kirtland AFB are handled by the Public Affairs Office (PAO), which can be contacted at:

**Phone: 505-846-5991**  
**Email: [377ABW.PA@kirtland.af.mil](mailto:377ABW.PA@kirtland.af.mil)**

Formal written comments on noise issues should be directed to the Operations Group Commander:

**OG/CC  
4249 Hangar Road South East  
Kirtland AFB, New Mexico 87117**

Following the public comments, is a copy of the Notice of Availability (NOA) placed in the *Albuquerque Journal* on 3 October 2010. Appendix D also contains a copy of the Interagency/Intergovernmental Coordination for Environmental Planning (IICEP) letters sent to public agencies and proof of delivery receipts are also provided.



**Comment Response Matrix**  
**Draft EA Public Comments for Hercules Tanker Plane Recapitalization**  
**Kirtland AFB, NM**

Reviewer Names: Josh Adkins
Reviewer Agency/Organization: USAF 377 MSG/CEANC
Reviewer Telephone Number: 505-846-7084
Reviewer Mailing Address: 2050 Wyoming Blvd SE Kirtland AFB NM 87117
Reviewer e-mail Address: Joshua.Adkins@kirtland.af.mil

Thank you for using this form for your comments on the Draft EA.

#	Date Submitted	Commenter	Comment	Response to Comment
1.	10/26/10	James Brockway	I would welcome any new missions and with the new J model C-130's I am all for it is a quieter bird ness noise more fuel efficient its just better all around. I am all for the new mission along with what the 58 <sup>th</sup> SO does now its a better bird the J model. I was a C-130 mach. started out on the A models flown around the world and i know for a fact it will still fly long after the C-17 is retired My whole AF career was with the C-130 and as i see it bring it in bring it ON!	Thank you for your comment
2.	10/26/10	Unknown	Bring em on this can only help in this economic downturn. We New Mexicans are and should be proud to have the Air Force and its fantastic personnel here, keep up the great work.	Thank you for your comment

#	Date Submitted	Commenter	Comment	Response to Comment
3.	10/27/2010	Stan Serafin	<p>I am commenting on the proposed acceleration of the military war machine on Kirtland AFB, the additional C-130 transport flights. KAFB wants to add to its already bloated budget (over 1/2 of the whole US expenditure) with additional war-mongering flights over our land. Isn't it about time to shut down the whole KAFB operation? It is to me. Years and years of total fear-mongering, bullying the world, destroying and murdering innocent human beings, you guys haven't had enough? In this war-mongering country, it's too bad our top scientists run into the Sandia and Livermore Labs. In other words, all their brain energy goes into one thing - creating weapons. Aren't you proud of this? The US spends more \$\$\$ on the military than the rest of the world combined...and you want more? For what? For some cowardly murderer (you call them "warriors") to take a bite of a donut, press a button and murder 11 innocent Pakistanis, and then have a sip of coffee. WHAT INCREDIBLY BRAVE WARRIORS YOU HAVE! I am disgusted and outraged! And the NUMBER ONE export of the US? - WEAPONS OF MASS DESTRUCTION. Why did they think Iraq had WMD's? BECAUSE YOUR THEN SECRETARY OF DEFENSE (the lying scum bag Rumsfeld) SOLD THEM TO SADDAM IN THE '80'S!!! That's why! So, freedom isn't free? STOP THE BULLSHIT. The CIA, NSA, and all the other alphabet soup secret intelligence agencies have been looking for Osama bin Laden for years now. With BILLION \$\$\$ wasted, these geniuses can't find a guy with diabetes who lives in some cave in Afghanistan? COMPLETE MORONS!...or is it to keep asshole Americans afraid? FEAR works so well for the Industrial War Machine to continue perpetual, illegal, immoral, criminal wars. Let's see...N.Korea, Iraq, Afghanistan, Iran, Pakistan, Venezuela, Russia, China...WOW! THE US CERTAINLY HAS A LOT OF ENEMIES!!! They must all be bad, because every American shithead knows that America is right, and everyone else is evil. THAT'S THE AMERICAN WAY. THAT'S WHY THERE IS SUCH UNEMPLOYMENT, FORECLOSURES, NO FUNDS FOR EDUCATION, SOCIAL SERVICES, INFRASTRUCTURE...BECAUSE "FREEDOM ISN'T FREE", and because the Military War Machine wants there to be endless wars...it's good for Blackwater/Xe, Halliburton, the banks, and all the rest of the Masters of War Bob Dylan damned many years ago. So, should you have more space to run your god dam disgusting, pathetic war games? NOT ON YOUR LIFE. FURTHERMORE, CLOSE DOWN THE WHOLE MURDERING, COWARDLY OPERATION!!! WARRIORS? You are nothing more than cowardly murderers, and the world knows this. THE USA IS THE TERRORIST OF THE WORLD, WITHOUT ANY DOUBT. THE USA IS THE BULLY OF THE WORLD, WITHOUT ANY DOUBT. If your son/daughter is being bullied in class and you want to know who this has happened, just look at what the US is doing to the world, and you will know why your child is a bully or is being bullied. THE US MILITARY WAR MACHINE SETS THE EXAMPLE THAT THE SHEEP WILL FOLLOW...to the detriment of regular American citizens who have been snowed with 50 years (200 years) of total bullshit from the despicable, cowardly, murdering men and women in the disgusting costumes of the Army, Navy, Air Force, and whatever other murdering units it will build...because FREEDOM ISN'T FREE. Hey, take this kind of freedom, and shove it up your general's ass. In other words, I am against any proliferation of war games anywhere in the world, but especially in this country that's turning into a 3rd world country, thanks to the proud, the few, the pathetic bunch of cowards and murderers you honor as heros. What total lying bullshit!</p>	Thank you for your comments. The scope of this EA is limited to the Recapitalization of the Hercules tanker planes. Your comments may be better addressed to your political representatives.
4.	10/27/10	Bill Waters	I fully support the training flights as proposed. Having lived around Air Force bases most of my childhood I do not find the noise or presence of even large aircraft (B-52's) as detrimental to any aspect of life. Freedom is not free.	Thank you for your comment.
5.	10/27/10	Steve Dougharty	I support the military. Do whatever you have to do to remain mission-ready.	Thank you for your comment.

#	Date Submitted	Commenter	Comment	Response to Comment
6.	10/28/10	Roger Flegel	Residents of Albuquerque should approve future Kirtland training flights. Since the early 1940's it has been the military and related facilities that has been important to the economy of our city. Our community should strive to make sure that Kirtland is welcome to proceed with their training program.	Thank you for your comment.
7.	10/29/10	William Chory	Yes , I think its a good idea for more training for our training AF and futher more go AF	Thank you for your comment.
8.	10/29/10	Lydia Lennihan	Dear KAFB, I live in the SE Heights, and there is already so much noise pollution from the airport it seems unhealthy for everyone. I cannot imagine adding more noise to the noise pollution the base already contributes to Albuquerque. Please do NOT add more flights to KAFB.	Kirtland AFB respects your concerns regarding noise emissions. The existing noise conditions appear to be causing complaints. The existing noise environment is discussed in Section 3.11. However, the Proposed Action is to replace the old MC-130Hs with new aircrafts, MC-130Js and add four more aircraft to the fleet. The addition of the four new aircrafts would not significantly increase the noise levels in the area (see Section 4.11). Noise complaints are handled by the Public Affairs Office (PAO); formal correspondence and investigations are managed by the Operations Group Commander. Complaints are registered by the PAO in a noise complaint form, which includes a description of the nature of the complaint and the action taken.

#	Date Submitted	Commenter	Comment	Response to Comment
9.	10/30/10	Ann Beyke	<p>Dear NEPA Program Manager,</p> <p>As a neighbor of KAFB, I have reviewed the October 2010 draft Environmental Assessment (EA) for the Hercules Tanker Plane Recapitalization and the resulting Findings of No Significant Impact (FONSI) report.</p> <p>I respectfully ask that KAFB reevaluate the FONSI conclusion. Instead, due to the highly controversial nature of this EA and lack of public awareness, I request that KAFB delay implementation of this project, until a thorough Environmental Impact Statement (EIS) be completed. An EIS reflecting current and accurate information and includes active public participation in the process.</p> <p>In addition, I request an evaluation of the following issues listed below and a plan of action effectively mitigating any significant adverse impacts to Albuquerque's Southeast Heights that currently exist and those that would result from the implementation of this proposed project. I appreciate your consideration.</p>	<p>Kirtland AFB respects your concerns regarding existing noise emissions. However, the Proposed Action is to replace the existing HC/MC-130HP airframe with a new airframe, and add four more aircraft to the fleet. The scope of this analysis is limited to the new airframe and the addition of the four aircraft. The addition of four new aircraft and their flight operations does not warrant the completion of an EIS because the increase of 578 sorties a year represents 0.75 percent increase in aircraft operations at ABQ. A less than 1 percent increase in aircraft operations would not significantly impact the noise environment at ABQ. Please see Section 4.11 for more information on noise impacts.</p> <p>Public awareness and participation is an important part of the NEPA EA analysis. Kirtland AFB advertised the 30 day comment period on the EA in the Classified section of the <i>Albuquerque Journal</i> on 3 October 2010. The Notice of Availability stated that the EA could be reviewed online at <a href="http://www.kirtland.af.mil/">www.kirtland.af.mil/</a> and at two libraries.</p>
10.	10/30/10	Ann Beyke (continued)	<p><b>Issues</b></p> <p>Noise produced by the 58<sup>th</sup> SOW's fleet of aircraft -- both in terms of decibels and duration -- has increased dramatically in 2010 for families, schools, and businesses in Albuquerque's Southeast Heights. The EA used for the Hercules Tanker Recapitalization was conducted in 2000 and does not consider the following impacts on health and sleep disturbances in our community.</p>	<p>The Federal Aviation Administration (FAA) and ABQ Sunport prepared a new noise analysis for year 2011 as part of an EA created for the closure of runway 17-35 at ABQ Sunport.</p> <p>Kirtland AFB respects your concerns regarding health issues associated with noise emissions. Kirtland AFB agrees that excessive noise levels can cause stress and health issues. HUD and FAA have noise guidelines stating that noise emissions exceeding the 65 dBA DNL threshold can cause adverse health impacts, as discussed in Section 3.11.</p>



#	Date Submitted	Commenter	Comment	Response to Comment
11.	10/30/10	Ann Beyke (continued)	<p><b>Existing Noise Exceeds KAFB Noise Exposure Contour</b></p> <p>Though the noise contour map shown below (from the Environmental Assessment for Hercules Tanker Recapitalization, produced in 2000); indicates that Kirtland's noise production is limited to the following areas, we have gathered data that indicates this map is inaccurate. Data gathered are indicated on the Noise Contour map below.</p>	<p>The FAA and ABQ Sunport prepared a new noise analysis for year 2011 as part of an EA created for the closure of runway 17-35 at ABQ Sunport.</p> <p>The Revised Draft EA (MC-130J Recap) includes the new FAA analysis in Section 3.11. The area of the 2011 noise contours have reduced significantly from the noise contours modeled in 2000.</p>
12.	10/30/10	Ann Beyke (continued)	<p>Though this is by no means, a comprehensive list, following is a list of specific noise produced by Kirtland outside the contours described above:</p> <ul style="list-style-type: none"> <li>• On 10/12/2010 at 11:30pm, Pave helicopters took off from the base and flew directly over the neighborhood at Kathryn and Ridgecrest multiple times from 11pm – 11:30pm. The sound produced registered 92dB.</li> <li>• On 10/13/2010 from 11am to 11pm, the SE Heights neighborhood was subjected to ongoing Pave helicopter noise including but not limited to flyovers, hovers, static display, refueling, and engine run-up for 12 hours without a break. The noise lasted until at least 11:30pm at a range from 66-84 dB. These incidents were recorded on video.</li> <li>• On 10/14/2010 at 3:40am, one or more Pave Hawk helicopters flew directly over the neighborhood at Kathryn and Ridgecrest. The 92dB noise was severe enough through closed windows and earplugs to wake residents from sleep almost a mile from base.</li> <li>• On 10/14/2010 at 11:30 pm, Pave helicopter noise, including but not limited to hovers, static display, refueling, and engine run-up, was produced continuously for four hours, since 7:30pm. Noise ranged from 75-85dB with flares to 92dB when Pave helicopters take off.</li> <li>• On 10/18/2010, 2 Pave helicopters flying 300-400 feet directly over the neighborhood at Ridgecrest and Kathryn.</li> <li>• On 10/19/2010, multiple sorties of Pave helicopters flying directly overhead between 11pm and 12midnight at Kathryn and Ridgecrest.</li> <li>• On 10/21/2010, Pave helicopter noise including but not limited to flyovers, hovers, static display, refueling, and engine run-up was produced continuously from 8am to 2:30pm at over 80dB and again from 7pm to 10:30pm at noise levels from 72-80 decibels, as measured in various locations in the Parkland Hills neighborhood.</li> </ul>	<p>Periodic loud noise events outside of the noise contours may occur and they may not affect the shape of DNL noise contours. The DNL noise contours represents noise exposure events over a 24-hour period modeled from noise emissions over a period of months or years. To account for human sensitivity to noise between the hours of 10 p.m. and 7 a.m., noise events occurring during these hours receive a "penalty" when the DNL is calculated. Each nighttime event is measured as if ten daytime events occurred. The DNL is a noise metric which describes an average day/night sound level over a long period of time. The noise events described in your comments are isolated short-term events and are captured by the model used to generate the DNL noise contours. Noise complaints are handled by the PAO; formal correspondence and investigations are managed by the Operations Group Commander. Complaints are registered by the PAO in a noise complaint form, which includes a description of the nature of the complaint and the action taken.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
13.	10/30/10	Ann Beyke (continued)	<p><b>Noise Production Violates City Ordinance and Base Regulation</b>  According to City Ordinance (Chapter 9, Article 9, Section 11) and base regulation (KAFBI 202), the following regulations apply but are actively being violated:</p> <ul style="list-style-type: none"> <li>• Flight over neighborhoods is discouraged; aircraft are recommended to turn right or left immediately upon takeoff.</li> <li>• Flyovers must occur above 6500 MSL over residential neighborhoods.</li> <li>• Engine run-up noise is restricted between the hours of 10pm and 7am and until 9am on weekends and holidays. Furthermore, the location of run-up is limited to reduce residential disturbances.</li> </ul> <p>Please refer to data in the section above for specific occurrences violating this agreement. Residents have noted additional violations too numerous to list here.</p>	<p>Kirtland AFB signed a Letter of Agreement (LOA) between Albuquerque International Sunport Air Traffic Control Tower, City Of Albuquerque Aviation Department and Kirtland Air Force Base 58<sup>th</sup> Special Operations Wing (SOW), and 150<sup>th</sup> Fighter Wing effective on January 30, 2004.</p> <p>The flight patterns and run-up restrictions for the new HC/MC-130Js would follow the LOA. If you have observed Kirtland AFB operational violations, please contact one or more of the following: the City of Albuquerque (Victor Bessra) at 505-768-2629, email at <a href="mailto:RPOrtega@cabq.gov">RPOrtega@cabq.gov</a>; FAA contact at ABQ (505-842-2007); the Kirtland AFB PAO; or submit a formal complaint to the Operations Group Commander.</p> <p>The FAA has guidelines that address noise generated by jets at airports. Local (City of Albuquerque) noise guidelines are superseded by the FAA's regulations. You can reach them at (505) 842-2007.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
14.	10/30/10	Ann Beyke (continued)	<p><b>Economic Justice</b> Neighborhoods affected by noise from KAFB are predominantly located in the 87108 ZIP code and are disproportionately low income, Hispanic, and densely populated.</p> <ul style="list-style-type: none"> <li>• Higher percentage of Hispanic residents than other ZIP codes in Albuquerque (45%). Much higher than US average.</li> <li>• One of the lowest household incomes in Albuquerque (\$26,248) and significantly lower than the NM average (\$43,719)</li> <li>• 26.4% of residents in 87108 live below the poverty line (compared to 17% for NM in 2008)</li> <li>• 87108 is one of the most densely populated regions of New Mexico (6419.06 people per square mile).</li> </ul> <p>All data obtained from the US Census Bureau.</p>	<p>The FAA and Sunport prepared a new noise analysis for year 2011 as part of an EA created for the closure of the north-south runway 17-35 at ABQ Sunport. The Revised Draft EA (MC-130J Recapitalization) includes the new FAA noise contour map in Section 3.11. The area of the 2011 noise contours have reduced significantly from the noise contours modeled in 2000.</p> <p>Section 3.4 in EA presents socioeconomic data in Bernalillo County (U.S. Census Bureau 2008) which resembles the information you provided in your comment.</p> <p>The 2011 FAA noise contours show that 1.5 acres of the residential neighborhoods in zip code 87108 are within the 65 dB DNL noise contour.</p> <p>In the near future, ABQ plans to close the north-south 17-35 runway which could reduce the noise exposure to the north of ABQ. The 87108 zip code area is located immediately north of ABQ.</p> <p>The Proposed Action would not change the noise contours adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights (0.75%).</p>

#	Date Submitted	Commenter	Comment	Response to Comment
15.	10/30/10	Ann Beyke (continued)	<p><b>Human Health</b> Noise We believe our neighborhoods' health are at risk due to the sustained levels of noise produced by KAFB.</p> <p>"Studies have shown that there are direct links between noise and health. Problems related to noise include stress related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity. Noise Induced Hearing Loss (NIHL) is the most common and often discussed health effect, but research has shown that exposure to constant or high levels of noise can cause countless adverse health affects. "</p> <p>– USEPA, <a href="http://www.epa.gov/air/noise.html">http://www.epa.gov/air/noise.html</a></p> <p>According to a study by Bernhard Greiser in 2000, day-time average sound pressure level of 60 <u>decibel</u> increasing coronary heart disease by 61% in men and 80% in women. As another indicator, a night-time average sound pressure level of 55 <u>decibel</u> increased the risk of heart attacks by 66% in men and 139% in women.</p>	<p>Kirtland AFB respects your concerns regarding health issues associated with noise emissions.</p> <p>Kirtland AFB agrees that excessive noise levels can cause stress and health issues. HUD and FAA have noise guidelines stating that noise emissions exceeding the 65 dBA DNL threshold can cause adverse health impacts, as discussed in Section 3.11.</p> <p>Kirtland AFB agrees that night-time noise of 55 dB DNL can increase the risks to one's health. The EPA observed, from a Nation-wide survey, that buildings and homes reduce outside noise levels by 15 dB when the windows are open and 25 dB when the windows are closed (EPA 1974; see end note 1).</p> <p>Kirtland AFB is concerned about the health of the local community and urges citizens to express your concerns to the PAO and the Operations Group Commander.</p>
16.	10/30/10	Ann Beyke (continued)	<p><b>Air Quality</b> Due to the increase in military activity over our neighborhood in 2010, we believe that previous air quality measurements are outdated and must be re-evaluated in order to accurately gauge the impact on our residents, schools, and businesses.</p>	<p>A new air quality analysis was performed for this EA. Air emissions are discussed in Section 4.7 and air quality calculations are presented in Appendix C. These emissions would not create a significant impact on air quality in the region.</p>
17.	10/30/10	Ann Beyke (continued)	<p><b>Inadequate Notification</b> Adequate public notification is not only a necessity for good community relations, but it is a legal requirement.</p> <p>Unfortunately, our research was unable to find notification by KAFB regarding the Hercules Tanker Recapitalization in the Albuquerque Journal legal notices (The Albuquerque Journal is our paper of record.) during the period from September 1 to October 25, 2010.</p> <p>On October 27, 2010, after being urged by the residents of Parkland Hills, the Albuquerque Journal published a story seeking public comment. The story was published only 6 days before comments were due. And as of the date of this letter, KAFB still had not published a legal notice in the Albuquerque Journal legal notices.</p>	<p>A Public Notice was published in the <i>Albuquerque Journal</i> Classified Section on 3 October 2010. It announced the availability of the Draft EA and a 30 day comment period that ended on 3 November 2010. A copy of that advertisement is in Appendix D following the Public Comment section.</p>

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18.	10/30/10	Ann Beyke (continued)	<p><b>Inadequate Response to Public Complaints</b></p> <p>On numerous occasions, Kirtland's Public Affairs has not returned phone calls or resolved issues as respectfully requested by the community. Following is one such example:</p> <p>On October 23, 2010, a Saturday, an attempt to file a complaint with Public Affairs was made regarding a "very loud and continuous noise" seemingly caused by the running of engines. The first response of KAFB was a recommendation to contact the Public Affairs Office during their business hours, after insisting to speak to some one, the Public Affairs Stand-by Person was finally reached. Their attempt to problem-solve was to check into the issue and commit to a response call-back regarding the issue on Monday, October 25, 2010. Such a follow-through action did not occur. It appears that the complaint was not taken seriously, as it was not sufficiently addressed and there was no resolution.</p> <p>Although only one example is cited above, numerous have occurred, and concern is emerging that perhaps KAFB is uninterested in addressing and resolving the impacts on our community.</p>	Thank you for your comment; your complaint has been noted by the PAO. The goal of the PAO and Operations Group Commander is to establish good relations with the community.

#	Date Submitted	Commenter	Comment	Response to Comment
19.	10/30/10	Ann Beyke (continued)	<p><b>Requests</b></p> <ol style="list-style-type: none"> <li>1. We request that KAFB conduct a new environmental impact statement (EIS) of current conditions, making sure to include not only decibel readings of all aerodynamically and mechanically generated noise but also the duration of noise produced in order to accurately assess the cumulative noise production. Measurements must be taken at multiple locations and multiple times in our neighborhood and must include adequate weighting of the lower frequency components of the sound spectrum as these are the frequencies that penetrate the walls of our homes and frequently occur for several hours without cessation. We request that sound be measured using not only the A but also the C and D curves so that a realistic assessment of noise impact might be conducted.</li> <li>2. We request that Kirtland Air Force Base and the City of Albuquerque commit to mitigation actions sufficient to reduce noise impacts to less than significant levels.</li> <li>3. We request permanent air quality metering installed by the City of Albuquerque Environmental Health department in our neighborhood.</li> <li>4. We request timely and responsive action to neighborhood concerns and complaints.</li> <li>5. We request that neighborhood mediation begin, funded by the FAA, with the ultimate goal of creating a mutually agreed-upon "noise budget" managed by the FAA that sets limits and regulates noise produced by the Albuquerque International Airport as well as all noise produced by traffic to, from, and onsite at Kirtland Air Force Base.</li> <li>6. We request public notification of impacts on our community in the following forms: <ol style="list-style-type: none"> <li>1. One month advanced published notice of EA /EIS in the newspaper of record, the Albuquerque Journal.</li> <li>2. Contact made to all local neighborhood organizations for communities affected by any changes on KAFB property.</li> <li>3. Public hearings with significant (at least 50%) time allocated to public comment scheduled at least 2 weeks prior to any decisive action.</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. Kirtland AFB respects your concerns regarding existing noise emissions. However, the addition of four new aircraft does not warrant the completion of an EIS, because the impacts associated with the Proposed Action are less than significant. See Section 4.12 for a description of noise impacts for the Proposed Action.</li> <li>2. Kirtland AFB signed a LOA between Albuquerque International Sunport Air Traffic Control Tower, City Of Albuquerque Aviation Department and Kirtland Air Force Base 58<sup>th</sup> Special Operations Wing (Sow), and 150<sup>th</sup> Fighter Wing Effective: January 30, 2004. The LOA discusses mitigation actions to reduce noise impacts on residential neighborhoods near ABQ.</li> <li>3. A permanent air quality meter is beyond the scope of this EA. Please contact the PAO at Kirtland AFB to request air monitoring in your neighborhood.</li> <li>4. The Kirtland AFB Operations Group Commander is the contact person to request a timely response to existing noise conditions.</li> <li>5. Kirtland AFB is willing to discuss the noise budget initiative and encourages you to contact the FAA and suggest a manageable solution to excessive noise conditions in your neighborhood.</li> <li>6. A Public Notice was published in the <i>Albuquerque Journal</i> Classified Section on 3 October 2010. It announced the availability of the Draft EA and a 30 day comment period that ended on 3 November 2010. A copy of that advertisement is in Appendix D following the Public Comment section.</li> </ol>

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20.	10/30/10	Ann Beyke (continued)	<p><b>Additional Suggestions</b> We value the economic contribution, civic engagement, and national defense that Kirtland Air Force Base provides for our community and our country. In the spirit of cooperation, we offer the following suggestions intended to be constructive ideas to mitigating noise in our community:</p> <ol style="list-style-type: none"> <li>1. Whenever possible, avoid scheduling back-to-back missions which will result in aircraft performing flight activities of the same type, over the same geographical areas for a duration of more than one hour.</li> <li>2. Installation of effective noise barriers completely encircling KAFB properties.</li> <li>3. Insulation of area homes by KAFB and the FAA, as previously authorized by the U.S. Congress.</li> <li>4. Purchase of properties where a noise easement is desired. This method was recommended by the MRCOG Joint Land Use Study for KAFB in 2010.</li> </ol>	Thank you for your suggestions. Please forward these and future suggestions to the PAO and Operations Group Commander.
21.	10/30/10	Ann Beyke (continued)	<p>Thank You</p> <p>Thank you for considering these issues.</p> <p>Ours is a community that supports and values Kirtland Air Force Base and we'd like to work together toward a solution that promotes healthy interdependence and coexistence.</p>	Thank you for your comments and contributing to the decision-making process.
22.	10/26/10	John Kitzinger	<p>Any increase in the number of flights would cause a decrease in the quality of life for residents near the base. Noise pollution in particular. The environmental report needs to emphasize this.</p>	Kirtland AFB respects your concerns regarding health issues associated with noise emissions. The Proposed Action is to replace the old MC-130s with new aircraft and add four more aircraft to the fleet. The Proposed Action would not significantly change the noise environment adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights (0.75%). Relative to the No Action Alternative, the Proposed Action would not significantly change the noise environment.

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23.	10/26/10	Laura Calderone	<p>I am commenting upon the Environmental Assessment for the Hercules Tanker Plane Recapitalization at Kirtland Air Force Base, New Mexico dated October 2010.</p> <p>I am opposed to proceeding with this plan as currently written. I live in the Parkland Hills neighborhood adjacent to KAFB. I believe very strongly that the EA drastically underestimates the noise and air pollution that would result from an increase in the size of the squadron and the number of operations by the 58<sup>th</sup> SOW. I ask that a full environmental impact study be conducted, and that an active strategy be developed to mitigate the noise and air pollution.</p> <p>I would like you to know that I am a US Navy veteran, and work at Sandia National Laboratories, and have thought very carefully about this. I understand the mission of the 58<sup>th</sup> SOW and the need for night ops training; however, there must be a way to preserve the quality of life for adjacent neighborhoods AND accommodate the mission of the 58<sup>th</sup> SOW.</p> <p>Specifically, there are some kind of operations that occur from dark until the early hours of the morning – at least six hours, if not more – a engine run-up of some kind that is a constant drone. I have been told that the Noise is hot refueling exercises involving the C-130s and other aircraft in the 58<sup>th</sup> SOW. The volume modulates, but it is constant for hours, and it is loud enough that it drowns out all of the normal urban noise. I can't hear passing cars, just the drone of the engines. I hear it inside with the window closed. The air smells of fuel and exhaust fumes. I have lived in my house for 4 years; something changed drastically in 2010. The Noise is both louder and more frequent, occurring on more nights. I was unable to sit outside most evenings this summer. I entertained frequently the first years, enjoying Albuquerque's beautiful summer nights. I wouldn't dream of it now. Has something changed in the location of these operations? It's so much louder; I don't have words to describe it adequately. I can't imagine how much worse it would be with the increased operations called for in the Recapitalization Plan.</p> <p>Here are some of the points in the EA that I take issue with:</p> <ol style="list-style-type: none"> <li>1. The EA significantly underestimates the current level of noise from KAFB. The noise contour cited is from 1996, and studies from 2000 are cited. It has gotten noisier in 2010, and a current study of the noise levels from this year is needed.</li> <li>2. The EA states that most of the noise is from the Sunport and has a table citing relative volumes from military and commercial aircraft. But we are suffering from hours-long engine run-up, and the comparison to a transient incident of the takeoff/landing of a Boeing 727 is not fair or valid.</li> <li>3. The effect of increased operations of air quality and noise is grossly underestimated because the EA does not account for the hours-long operations that occur 2-4 nights a week.</li> <li>4. I truly hope that KAFB will have some public hearings on the noise, the air quality, the Recapitalization Plan, and will develop a mitigation strategy that will allow KAFB and the adjacent neighborhoods to co-exist and carry on in good health.</li> </ol>	<p>Kirtland AFB's objective is to maintain good relations with its neighbors. There is a protocol for noise complaint issues. Noise complaints are handled by the PAO; formal correspondence and investigations are managed by the Operations Group Commander.</p> <ol style="list-style-type: none"> <li>1. The Federal Aviation Administration (FAA) and Sunport recently performed a new noise analysis in 2011 for a proposed closure of Runway 17-35. The size of the noise contours reduced significantly from the noise contours modeled in 2000. All civil and military aircraft operations are considered in the 2011 noise assessment. Periodic loud noise events may or may not affect noise contours. The DNL noise contours represent noise exposure events over a 24-hour period. The 24 hour noise period is modeled for for 1 year to capture seasonal variations in traffic. Isolated events are not well represented in the noise analysis unless they are pronounced enough to change the 24 hour annual noise contours.</li> <li>2. The FAA, Sunport and Kirtland AFB worked together to accurately assess the noise environment associated with existing conditions and Proposed Action.</li> </ol>



#	Date Submitted	Commenter	Comment	Response to Comment
24.	10/27/10	Rose Smith	I live in a nice neighborhood close to KAFB and while I realize that part of living close to an air force base is additional noise from planes and helicopters, I would like to let you know that any increase in the noise would be stressful. In addition, currently, we hear a lot of planes on the base droning at nighttime hours - from 10 p.m. to midnight - even early hours after midnight while most people are trying to sleep. This is very unpleasant. Maybe training on the new Super Hercules airplanes could occur at another Air Force base that has a smaller population than Albuquerque right next to it.	Kirtland AFB respects your concerns regarding stress induced by noise from additional planes and helicopters. Please contact the PAO when you encounter stressful noise situations. The Proposed Action would not change the noise contours adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights (0.75 percent). Relative to the No Action Alternative, the Proposed Action would not significantly change the noise environment.
25.	10/27/10	Jack Carangelo	I am absolutely <u>against</u> the increase of transport aircraft flights. An increase of "Up to 528" flights is not an insignificant number. "Less than significant" impact means nothing to people already living under the constant siege of aircraft noise and intrusion. Along with increased flights means increased fuel consumption with even more "less than significant" pollution. Of course, there is always the fact that I as a citizen end up paying for this destructive expenditure.	Compared to existing conditions, which includes 180,439 takeoff and landings, the addition of 578 sorties or 1,156 takeoffs and landings would represent an increase of 0.75% compared to existing operations at Sunport. A less than 1% increase in takeoff and landings represents a less than significant change in operations.
26.	10/27/10	Dave Hantelman	Aircraft noise is the sound of peace and freedom!!	Thank you for your comment.
27.	10/27/10	Pat Cargill	To Whom It May Concern I am totally opposed to the possible increase in transport and training flights at Kirtland Air Force Base. I live in a community that is plagued by the screaming of military plane traffic overhead. It is a major noise pollutant in our lives. Knowing that there have been significant problems with the efficacy of the Osprey aircraft, which these new planes are intended to refuel, further adds to my opposition. Please consider the impact on the quality of life of Albuquerque's citizens who would have to endure this increased noise intrusion.	Kirtland AFB respects your concerns regarding health issues associated with noise emissions. The Proposed Action would replace the old MC-130s with new aircrafts and add four more aircraft to the fleet and the addition of the four new MC-130Js would not significantly increase the noise levels in the area (see Section 4.11).
28.	10/27/10	Joanne Calkins	Dear Sir: I live three blocks from the Carlisle gate of Kirtland Air Force Base. I am frequently bothered by the noise from aircraft coming out of Kirtland and flying over my neighborhood and the city of Albuquerque, sometimes even in the middle of the night. I would not call adding up to 528 new flights per year a "less than significant" impact (Albuquerque Journal 10/27/10) on these neighborhoods close to Kirtland and the city of Albuquerque. I think using flight simulators at Kirtland and doing actual flying over less populated areas makes much more sense. Please keep the noise down. I have wanted to call someone before but couldn't figure out who to contact.	Thank you for your comment; please see response to comment 25 and 27. Noise complaints are handled by the PAO; formal correspondence and investigations are managed by the Operations Group Commander.

#	Date Submitted	Commenter	Comment	Response to Comment
29.	10/27/10	Paul Borho	I strongly oppose any increased activity in flights. The noise is unbearable from a wide range of activity already at Kirtland. We finally got some relief from the F16s and now you want to increase the noise levels at night? that is not acceptable. Please be considerate of your neighbors. Thank You	Thank you for your comment; please see response to comment 27.
30.	10/27/10	Richard Ward	Kirtland AFB: It has come to my attention that you intend to increase flights after 10PM. This is outrageous and disrespectful of the community in which you are based. I live in this neighborhood and consider you way too noisy already, especially with your periodic war games late at night or whatever it is you do. My neighbors and I are vehemently opposed to increased flights. I am requesting from you an up-to-date environmental impact assessment with public hearings on this matter and have taken the issue up with my city councilor, Rey Garduno.	Kirtland must commit to nighttime training flights because they are necessary to train students and prepare them for combat actions. Mission requirements include this type of training. Kirtland AFB understands that nighttime noise is a major public concern. However, the Proposed Action would not change the existing noise environment. The new aircraft (HC-130J) are not as noisy as the existing HC-130P/N aircraft.
31.	10/27/10	Barbara Ortega	To Whom It may concern, I have lived in the Ridgecrest neighborhood, SE section of Albuquerque for the last 20 years and have noticed the increase of air traffic and increased base noise. It has become more than an increasing nuisance to the point that it is aggravating. The noise impinges on my everyday life, making it impossible to even conduct a conversation inside my house with any door or window open. The existing military aircraft is beyond any acceptable noise, therefore any additional aircraft would be unacceptable. Please prevent any additional impact on our environment.	Thank you for your comment; please see response to comment 27.
32.	10/29/10	Tami K. Hastings	This e-mail is to submit my opinion on Low Flying Air Craft over Albuquerque. I am against this. The people who live in the city of Albuquerque are subject to too much noise already.	Thank you for your comment; please see response to comment 27.
33.	10/30/10	Orese and Brian Fahey	We live in the Victory Hills neighborhood, near Gibson and Girard. We hear noise from the planes etc. at Kirtland day and night, and we also hear noise from the University stadiums to the west of us --- so we would truly appreciate it if Kirtland AFB would not add any more training flights etc. in an effort to keep down the noise for your neighbors. Thank you so much for your consideration.	Thank you for your comment; please see response to comment 27.

#	Date Submitted	Commenter	Comment	Response to Comment
34.	11/3/10	Celia Southwick	<p>RE: Hercules Tanker Recapitalization EA - Increased air traffic noise between 10pm and 7am. Additional comments- I wish to add additional comments</p> <ol style="list-style-type: none"> <li>1. I appreciate KAFB's presence and all that they contribute to the community as employers, research and development that has translated from military to peacetime applications, readiness training for military defense, and much more.</li> <li>2. I am unclear about the time-lines for the increase in night traffic/noise and if this is for a short period of time the opposition is different than for setting future operational guidelines and "tones" because of perhaps guidelines previously implemented but not updated to 2010 community concerns and needs.</li> <li>3. Thus for long periods of time I am opposed to increasing the air traffic noise level between 10pm and 7am.</li> <li>4. If there is public hearing I would be interested in attending and receiving notice of such event/time/location etc.</li> <li>5. The phone number listed for KAFB response goes to a number which has a recording that indicates that person no longer works there! Thus no way to make a complaint.</li> <li>6. Hopefully this e-mail is correct although I could not get it to act like an e-mail (see above – no underscore of the address!)</li> <li>7. Thank you for taking this response and hearing our concerns</li> </ol>	<ol style="list-style-type: none"> <li>1. Thank you for your comment.</li> <li>2. The timeline for new aircraft is presented in Section 2.1.1, and approximately 40% of the flights would occur between 10:00 PM and 7:00 AM.</li> <li>3. Kirtland must commit to nighttime training flights because they are necessary to train students and prepare them for combat actions.</li> <li>4. The notice of public hearings are advertised in the local newspaper and notice letters are sent to local, state, and Federal agencies.</li> <li>5. The phone number for the PAO is 505-846-5991 or e-mail, 377ABW.PA@kirtland.af.mil</li> <li>6. Thank you for taking the time to express your concerns.</li> </ol>

#	Date Submitted	Commenter	Comment	Response to Comment
35.		Celia Southwick	<p>RE: Hercules Tanker Recapitalization EA - Increased air traffic noise between 10pm and 7am.</p> <p>I am OPPOSED to the increase in the number of military aircraft flying over SE Albuquerque at night between 10pm and 7 am.</p> <p>Currently, I feel that even the daytime air traffic and thus noise levels has increased considerably within the last 2 years, the past year especially.</p> <p>It is not especially welcome so I certainly would not want to see that increase during the night!</p> <p>When these aircraft fly over my home and neighborhood I can not carry on a conversation and occasionally the plaster on the house actually rattles as do the windows.</p> <p>Until recently (say the last year or so) I have always enjoyed the fact that although we are close to the airport we did not have much disturbance or notice of air traffic. It was a "quiet" neighborhood with respect to air traffic noise.</p> <p>Occasional re-routing of air traffic due to wind directions or runway repair is something that is tolerable.</p> <p>Recently we had new neighbors move in with the former people telling them not to worry about much noise from the air traffic – that has NOT BEEN TRUE at all this past 6 months!!!!!!!!! Lots of planes going directly overhead! NOT quiet! Definitely something to notice. Not only military traffic but the FedEx plane or "Brown" flies over my house daily it seems.</p> <p>Some stuff in the day is tolerable and understandable when activity comes and goes for their various "maneuvers or training".</p> <p>Increasing the night activity is NOT OK and ruins a quiet time of day when all should have relief from the "engines" that run our lives. Hearing a distant train whistle blow as it moves thru town and the local roosters crow in the morning are some of the things that make our neighborhood seem somewhat like living in the country even though that is not the case. I also like to look up to see the stars and not the lights of a plane overhead.</p> <p>It is nice to hear the traffic noise slow and the skies calm down(fewer planes and their sounds). I am also concerned with the increased traffic directly overhead ( and I do mean they practically trim the trees here) that there is an increased accident risk of a plane coming down in a neighborhood – our house would most certainly be in the pathway of such a disaster. I do agree that you seldom hear of things like this but it seems more possible with the increased number of planes that go over this area. It is a concern.</p> <p>Thank you for taking our comments and considering our concerns.</p> <p>I have left a message with ABQ City Councilor Rey Garduno expressing my opposition to increased air traffic over the SE Heights neighborhood from 10pm to 7am. He is copied in this message.</p>	<p>Kirtland AFB is concerned about low flying aircraft and appreciates your observations. Kirtland AFB is committed to safety in the local community. Please see response to comment 27.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
36.	11/3/10	Todd Hollister	<p>To the NEPA program manager:</p> <p>I have read the Draft "Environmental Assessment for the Hercules Tanker Plane Recapitalization at Kirtland Air Force Base, New Mexico" issued October, 2010.</p> <p>My main concern is with the evening and nighttime ground noise generated from aircraft at KAFB during "hot refueling" or otherwise idling and taxiing near residential neighborhoods. This type of noise is not addressed in this EA which only discusses flight noise. I don't know how the new aircraft would compare in ground noise level to the old C-130's during their refueling, or how much more frequent this activity might become with larger numbers of aircraft. If this practice is expected to continue, could it not be an option to provide sound buffering by using walls designed for this purpose, protecting neighbors from this annoying sound?</p> <p>New research not accounted for in this EA shows airport noise is associated with increased risk of stroke and other health problems.</p> <p>See:  <a href="http://www.time.com/time/specials/packages/article/0,28804,1929071_1929070_1947782,00.html">http://www.time.com/time/specials/packages/article/0,28804,1929071_1929070_1947782,00.html</a></p> <p>The EA should take this new research into consideration when estimating the true impact of the proposed changes.</p> <p>Thank you for your attention</p>	<p>The new aircraft training flights represent less than a 5% increase in the number of Kirtland AFB training maneuvers at ABQ. Nighttime and ground maneuvers would increase by 5% at Kirtland AFB. The number of nighttime civil flights at ABQ airport is not known.</p> <p>Kirtland AFB respects your concerns regarding health issues associated with noise emissions. The Proposed Action is to replace the old MC-130s with new aircrafts and add four more aircraft to the fleet. The addition of the four new aircraft would not significantly increase the noise levels in the area (see Section 3.11.2, Table 3-6).</p>
37.	11/3/10	Tema Milsten and John Carr	<p>To whom it may concern –</p> <p>This email is to register our public comments against increased nighttime flights in and out of Kirtland. In our neighborhood, we already encounter many loud low flying aircraft from the base that invade our days and our nights. We have families, often with small children and babies, and these flights are already quite disruptive to our family's sleep and daily existence. Please do not increase flights.</p>	<p>Please see response to comment 36.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
38.	10/15/10	Chantal Foster	<p>Re: Nose Violation and Request for New Environmental Assessment</p> <p>To whom it may concern, I am writing to you regarding continuing noise problem that we are experiencing coming from Kirtland Air Force Base.</p> <p>In the past several months, there has been a severe increase in noise from the Air Force base in direct violation of City Ordinance (Chapter 9, Article 9, Section 11) and base regulation (KAFBI 202). The noise is incessant, frequently lasting six hours or more and invariably after the hours restricted by City Ordinance.</p> <p>For example, here are specific incidents recorded at my home address (listed above) that violate these agreements in regards to the allowable noise contour as well as the hours of noise production.</p> <ul style="list-style-type: none"> <li>• On 10/12/2010 at 11:30pm, Military helicopters took off from the base and flew directly over the neighborhood multiple times from 11pm – 11:30 pm. The sound produced registered 92dB.</li> <li>• On 10/13/2010 from 11am – 11pm, the SE Heights neighborhood was subjected to ongoing military helicopter noise, flyovers, and engine run-up for 12 hours without a break. The noise lasted until at least 11:30pm at a range from 66-84 dB. These incidents were recorded on video.</li> <li>• On 10/14/2010 at 3:40am, one or more military helicopters flew directly over the neighborhood. The 92dB noise was severe enough through closed windows and earplugs to wake my family from sleep.</li> <li>• On 10/14/2010 at 11:30pm, engine run-up noise has been ongoing since 7:30pm. Noise ranges from 75-85dB with flares to 92dB when military helicopters take off.</li> <li>• Less than 8 hours at 7am on 10-15/2010, the engine run-up noise from KAFB continues with ranges from 86dB. The noise continues until 8am.</li> </ul> <p>To be sure, our neighborhood is an urban one but baseline noise readings typically fall within the 54-56dB range. According to the American Speech-Language Hearing Association, “sounds louder than 80 decibels are considered potentially hazardous.” KAFB on a regular basis produces sound levels that are damaging to our neighborhood and our children.</p> <p>Most importantly, these noise readings indicate <b>Kirtland’s Environmental Assessment data from 2000 and the 1996 noise contour map are both out of date.</b> Before proceeding with an increase in noise as specified in “ENVIRONMENTAL ASSESSMENT FOR THE HERCULES TANKER PLANE RECAPITALIZATION AT KIRTLAND AIR FORCE BASE, NEW MEXICO” (October 2010), I formally request that a new noise assessment be conducted.</p> <p>I have filed numerous noise complaints with KAFB on October 6, 7, 14, and 15<sup>th</sup>. I have contacted City Councilor Rey Garduno, NM Senator Cisco McSorely, and US Representative Martin Heinrich regarding the noise and ordinance violation.</p> <p>Upon receipt of this letter, I expect that the noise will cease, that you will comply with the law, and that a new environmental assessment will be conducted before approving any new construction or increase in base operations. I will be in further contact with the Mayor’s office and Kirtland Air Force Base if required in this matter. Thank you for your cooperation.</p>	<p>Violations of the City Noise Ordinances should be reported to the City of Albuquerque and Kirtland AFB POA and Operations Group Commander.</p> <p>Periodic loud noise events may not affect noise contours. The DNL noise contours represent noise exposure events over a 24-hour period over a period of months or years. Noise complaints are handled by the PAO; formal correspondence and investigations are managed by the Operations Group Commander.</p> <p>The Federal Aviation Administration (FAA) and Sunport recently performed a new noise analysis in 2011. The size of the noise contours has decreased from the noise contours modeled in 2000 This indicates a reduction in noise levels since 2000.</p> <p>Please see response to comment 27.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
<p><b>End notes:</b></p> <ol style="list-style-type: none"> <li>1. Reference for comment 15: <a href="#">Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety</a>, EPA/ONAC 550/9-74-004, March, 1974. <b>Summary:</b> One finding was a national average reduction of outside noise levels by 15 dB inside buildings with windows open, 25 dB with windows closed. <b>Original source on web:</b> <a href="http://www.nonoise.org/library/levels/levels.htm">http://www.nonoise.org/library/levels/levels.htm</a>.</li> <li>2. The City of Albuquerque website states that “The Federal Aviation Administration has guidelines that address noise generated by jets at airports. Local noise guidelines are superseded by the FAA’s regulations. You can reach them at (505) 842-2007. See further information concerning the Albuquerque International Sunport Noise Abatement program.”</li> </ol>				

*Press <Tab> in last cell of table for additional rows*





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**N.Y. Times Crossword Puzzle**  
MUSICAL PLAY By Kevin G. Der / Edited by Will Shortz

Across

1. Diner favorite, informally

2. Not stopping the draft, say

3. Cathedral feature

4. Once-popular Odds

5. Producer of a colorful ring tone

6. Prodigal Son

7. ... Men ("More Is Like This" group)

8. Word of warning

9. Karakoram

10. ... jump

11. Singing a "Moush" piece too quickly?

12. Sighs?

13. Song lead-in to "di" or "da"

14. Opposing

15. It's eight hours off from 49-Down

16. Countrywide music celebration in Houston?

17. Hint

18. Greasy

19. Lagniappe connoisseur

20. Twenty turns

21. Command

22. Dame

23. Honey bee

24. Down

25. It might be found in a plant

26. Longtime news turns

27. Second baseman

28. Misled, to face

29. Tui bird

30. Bring up

31. Last thing

32. It can be popped

33. Upstate N.Y. school

34. Spill-fighting grp.

35. Years no end

36. Bass part

37. They're worth their weight in gold

38. See 63-Across

39. Wind ... are

40. 1998 film featuring Princess Stacie



**2nd PUBLIC COMMENT PERIOD**  
**April 19, 2011 to May 19, 2011**

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**Kirtland AFB**  
**Summary of Public Comments**  
**Revised Draft EA Review**  
**April 19, 2011 to May 19, 2011**

The Revised Draft EA for the Hercules Tanker Plane Recapitalization at Kirtland Air Force Base (AFB) was made available for public review from 19 April 2011 to 19 May 2011. Kirtland AFB placed a Notice of Availability (NOA) in the *Albuquerque Journal* on 19 April 2011 announcing the public review period. Table D-1 presents the number and type of public comments received during the 30-day review period.

**Table D-1. Public comments from 30-day comment period.**

<b>Comment Category</b>	<b>Number of Comments</b>
General comments noting the commenter's encouragement or discouragement of the Proposed Action Alternative.	13
Comments related to existing noise conditions and the additional noise associated with the addition of four new MC-130J tanker planes (Proposed Action).	9
Comments on existing noise conditions not related to the addition of four new MC-130J (Proposed Action).	8
Comments on jet fuel leaking into the groundwater aquifer.	4
Comments on health issues associated with excessive noise emissions of the Proposed Action Alternative.	4

A total of 29 public comments were submitted to Kirtland AFB during the 30-day public comment period. Seventeen of the public comments focused on noise issues associated with aircraft noise in neighborhoods adjacent to the Albuquerque (ABQ) Sunport. Four of the comments were concerned with the health issues associated with elevated levels of noise and four comments focused on jet fuel leaking into groundwater. Several of the submissions contained comments on more than one of these subjects. Kirtland AFB received one letter from the State of New Mexico Department of Game and Fish (NMDGF) stating that they do not anticipate significant impacts on wildlife or sensitive habitats.

Several individuals expressed that they found it difficult to find a contact person at Kirtland AFB with whom they could voice their complaints. Noise complaints at Kirtland AFB are handled by the Public Affairs Office (PAO), which can be contacted at:

**Phone: 505-846-5991**  
**Email: [377ABW.PA@kirtland.af.mil](mailto:377ABW.PA@kirtland.af.mil)**

Formal written comments on noise issues should be directed to the Operations Group Commander:

**OG/CC**  
**4249 Hangar Road South East**  
**Kirtland AFB, New Mexico 87117**

Following the public comments, is a copy of the Notice of Availability (NOA) was placed in the *Albuquerque Journal* on 19 April 2011. Appendix D also contains a copy of the NMDGF letter, Interagency/Intergovernmental Coordination for Environmental Planning (IICEP) letters sent to public agencies and proof of delivery receipts.

# **Comment Response Matrix** **Revised Draft EA Public Comments for Hercules Tanker Plane Recapitalization** **Kirtland AFB, NM**

Reviewer Names: Josh Adkins
Reviewer Agency/Organization: USAF 377 MSG/CEANC
Reviewer Telephone Number: 505-846-7084
Reviewer Mailing Address: 2050 Wyoming Blvd SE Kirtland AFB NM 87117
Reviewer e-mail Address: Joshua.Adkins@kirtland.af.mil

#	Date Submitted	Commenter	Comment	Response to Comment
1.	4/21/11	Tony Argo	<p>TO WHOM THIS MAY CONCERN. REFERENCE COMMENTS ON C-130s SOUGHT...IT DOES NOT BOTHER ME TO SEE OR HEAR AIRPLANES FLYING ABOUT THE COUNTRY SIDE.. WE ALL KNOW PROFICIENCY CANNOT BE OBTAINED FULLY BY FLYING A SIMULATOR. YOU NEED TO BE OUT IN THE MOUNTAINOUS TERRAIN ,THE DESERT, OVER WATER AND OPEN SPACE COUNTRYSIDE ,DAY AND NIGHT.. ALL KINDS OF WEATHER AND TEMPERATURE VARIETIES.. TO GET THE FEEL OF YOUR AIRCRAFT LIKE YOUR WEARING A LEATHER GLOVE...ITS PART OF YOUR BODY AND YOU ARE PERFORMING A MISSION THAT SOMEDAY MAY HAVE LIVE GUNFIRE POINTED AT YOU...YOU NEED TO BE YOUR ABSOLUTE BEST, FLYING YOUR AIRCRAFT TO ANTICIPATE THE NORMAL AND THE UNLIKELY... NEW MEXICO HAS THE WEATHER , TERRAIN AND OPEN SPACES TO GIVE PILOTS THE TRAINING ENVIRONMENT BEST NEEDED TO ACCOMPLISH THE MAXIMUM LEARNING POTENTIAL FOR AIR CREWS... WOULD I WANT ANYTHING LESS FOR THE PEOPLE WHO ARE GOING TO, WORK FOR ME, RISK THEIR LIVES FOR ME AND MY FAMILY...NO I WOULD NOT...SOME PEOPLE MAY SAY THE NOISE BOTHERS THEM, OR IT MAY BOTHER MY CHICKENS, OR CATTLE AT TIMES.. EVERYTHING IS NOT IN CONCRETE, WE CAN CHANGE OUR FLIGHT PATH WHEN THIS HAPPENS, WE ARE FLEXIBLE.. OUR JOB IS NOT TO BOTHER OR ANTAGONIZE YOU BUT TO PROTECT YOU.. BY WORKING TOGETHER AS A COMMUNITY WE PRODUCE THE BEST PILOTS IN THE WORLD, WE DO NOT FIGHT EACH OTHER RATHER WE ARE ALL FLEXIBLE AND OUR GOAL IS TO PRODUCE THE VERY BEST FOR OUR FAMILIES GOOD.. WE ARE VERY FORTUNATE TO BE UPGRADING TO NEW AIRCRAFT AND THESE NEED TO BE TESTED ALSO UNDER THE MOST VARIED CONDITIONS. I WOULD NEVER WANT LIMITED AIRCREW TRAINING WHEN THERE IS A POTENTIAL FOR THE VERY BEST, AS IS AVAILABLE IN NEW MEXICO. HOW CAN I SAY ALL THESE THINGS WITH CONFIDENCE??? ITS BECAUSE I WAS A JOLLY GREEN PILOT AND MY TRAINING GOT ME AND MY CREWS HOME AND OUR MISSIONS ACCOMPLISHED.(I guess you can call it experience).... IF I CAN HELP FURTHER PLEASE LET ME KNOW.</p>	Thank you for your comments.



#	Date Submitted	Commenter	Comment	Response to Comment
2.	4/21/11	Karen Green	<p>I'll say this once again, as a former military spouse, husband now retired. We live in the Nob Hill area and love our neighborhood, planes included.</p> <p>We understand that the military takes every precaution to live peaceably with its surrounding community, while accomplishing their mission as safely as possible. We support the EA addressing the potential impacts of replacing the current fleet of eight HC/MC-130P/N aircraft with no more than 12 HC/MC-130J aircraft. We feel that the Air Force requirements for the mission should have priority. And, the Base was here when we purchased our home, as when the people living in the surrounding community purchased their homes. It isn't a surprise that the Air Force has planes that need to fly and pilots that need to train, day and night.</p> <p>Kirtland should be allowed to do what is necessary to keep our country safe and our pilots safe.</p>	Thank you for your comments.
3.	4/21/11	Colleen Aycock, Jason, Neil and Dave Wallace	<p>We live in Four Hills, directly in line with the main East-West Runway of the Sunport and Kirtland AFB. At such a location, we are exposed to the noise and vibration of many takeoffs and landings each day.</p> <p>The noise and vibration from the C-130s is far less intrusive than that of the commercial air liners. We can live with more C-130s operating from Kirtland AFB, especially since the training flights are vital to Air Force Special Operations and the protection of the United States from terrorists.</p> <p>It is an old line, but we do consider the noise "to be the sound of freedom."</p>	Thank you for your comments.
4.	4/22/11	Melvin Utley of Los Lunas	Please add my support of the newer C130 AC at Kirtland AFB and the increase number of flights.	Thank you for your comments.
5.	4/22/11	Rod Avery	<p>Dear NEPA manager,</p> <p>Please count my vote in favor of the training flights day or night over the NE heights where I live or over the Laguna Reservation where I serve the department of education. We need these practice sessions in order to get it right the first time. I think some people have forgotten the air disaster that came with an air rescue operation in the desert back in the 70's or early 80's that failed due to a lack of training.</p> <p>As an Army paratrooper, I love the Hercubird, it served me well.</p>	Thank you for your comments.
6.	4/22/11	Ray Battaglin	It is important that we continue to up-date our Air National Guard aircraft capability and functions.	Thank you for your comments.
7.	4/22/11	Tom McClamont	<p>I am writing to support the expansion of KAFB Special Operations role and the improvement and expansion of C130 operations.</p> <p>We live in uncertain times, and the roles of Special Operations forces are, and will become increasingly important to our national security. These forces MUST be adequately trained, including higher altitude operations not available in many other parts of our country. If not here, then where???</p> <p>New Mexico also has nearby areas, such as the Melrose Bombing Range, WSMR, etc. that can support this training mission.</p>	Thank you for your comments.



#	Date Submitted	Commenter	Comment	Response to Comment
8.	4/22/11	Jana Nussdorfer	<p>This AM the noise was so disturbing that I called Kirtland and asked neighbors if they understand what this "training" involved. I live between Copper and Lomas, east of Tramway. If this amount of noise would be more than one time in every 6 months, I would object. When the helicopter circled to drop water on the fire in that part of the foothills, the noise was irritating, but all these planes and helicopters created so much noise that anything resembling what I heard this A.M. Would lower land value and might even cause me to move. Too much!</p>	<p>Thank you for your comment. Kirtland AFB's objective is to address noise issues that are impacting the local community. Your concerns and suggestions have been noted by the PAO and the Operations Group Commander. One of the goals of the PAO and Operations Group Commander is to respond to your concerns, correct any noise violations, and establish good relations with the community.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
9.	4/22/11	Ronald Henkel	<p>Dear Sir:</p> <p>I read in the Albuquerque Journal of the above referenced proposed changes. I agree that the added number of proposed flights would not have a significant impact on the environment. However, I think that a more important consideration might be the added noise which might come from increased engine running time while on the ground.</p> <p>I moved to the Ridgecrest neighborhood with my family in 1986. When we first moved there was no unreasonably loud noise from the airport or base. However, several years ago we began to hear loud noise from on-ground propeller engines. Considering the amount of noise, I assumed the planes were C-130s. The engines were often run at night, sometimes even past midnight. The noise was far more disturbing than the noise from a plane taking off in that the on-ground aircraft were often run for over one hour at a time. The noise was far more annoying when the aircraft were run at night rather than during the day. This was probably because the general city background noise from autos and construction is far greater in the day than at night.</p> <p>I also noticed that the volume of the noise could vary. I am quite certain that the volume of noise depends a lot on whether there happens to be a wall or building very near the plane to the north side of the plane that blocks the noise in that direction. The volume of the noise is approximately cut in half when there is a noise break present. My belief is based partly on the fact that the noise of a taxiing plane can be very loud, then suddenly much quieter for a short period of time (as it passes a building or wall which blocks its noise to the north) then become very loud again. During this time the speed of the engines does not change, so the noise differential is not based on engine speed variation. I assume that the direction which the plane is facing might also somewhat influence the volume of noise.</p> <p>I am concerned that increasing the number of C-130s by 50% could increase this on-ground propeller noise by 50% if the same maintenance policies are followed. Therefore, I ask that you do everything possible to keep this noise to a minimum. I think that this noise can be cut to reasonable levels by running the planes' engines in locations where much of the noise to nearby neighborhoods is blocked by buildings or noise walls. The noise would also be much less disturbing if the engines were run during the day, to the extent possible.</p> <p>While I've got your ear, I have a few comments about the relatively new Osprey aircraft stationed at the base. By the way, I love these aircraft, but we all know how loud they are. I know that the Air Force tries to limit their environmental noise. I read that it is necessary for their pilots to do some training at night over populated areas with lights on the ground. However, it seems that low level flights over Albuquerque in the middle of the night cannot be the most environmentally efficient method of conducting this training. Just one such a flight over Albuquerque and on across Rio Rancho could awaken 100,000 people. Only a very small percentage of people can sleep through a low level Osprey flight near their home. It would seem that flights over less populated areas could provide comparable training with much less disturbance. I have not been disturbed recently by an Osprey. I assume the unit has been called out. (Interestingly, I seem to be able to sense an Osprey coming, perhaps from some type of pressure waves, before I can actually hear it approaching.)</p> <p>I, and my neighbors, thank you for all you can do to keep the night time noise to a minimum.</p>	<p>The Proposed Action would not change the noise contours adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights at ABQ (0.75 percent). The new HC/MC-130Js do not require engine run-ups, whereas the older C-130P/N model require run-up periods. The C-130 P/Ns were built in the 1960s and the old engines required a power efficiency check where the engines are revved up to 90 percent of engine power for a suspended period of time. Local citizens have filed a number of noise complaints citing engine run-ups as the offending noise source (see Appendix D). The new HC/MC-130Js will not require daily engine run-ups, only when maintenance situations require it which is estimated to occur on less than 5 percent of all sorties (Kirtland AFB 2011). The operational noise emissions associated with the new HC/MC-130J aircraft is significantly less than the older C-130P/N tanker planes. Kirtland AFB's objective is to address noise issues that are impacting the local community. Your concerns and suggestions have been noted by the PAO and the Operations Group Commander. One of the goals of the PAO and Operations Group Commander is to respond to your concerns, correct any noise violations, and establish good relations with the community.</p>
10.	4/22/11	Bill Shuert	Anything we can do to support and man additional mission sets at the 58 <sup>th</sup> SOW is highly desirable.	Thank you for your comment.
11.	4/22/11	Velton R. Stevens	I strongly support the plan to increase the number of C-130 flights at Kirtland AFB.	Thank you for your comment.

#	Date Submitted	Commenter	Comment	Response to Comment
12.	4/22/11	Ray and Nikki Reini	<p>I would like to comment on the proposed plan to increase flights of the C-130s/MC-130Js. I live near High Resort and Double Diamond in Rio Rancho. Just in the past hour four of the C-130s have passed over my house at very low altitude. I am very concerned about the increase in the noise level that will surely come along with the additional training flights. As I write this, another C-130 is passing over.</p> <p>I am happy to hear that the military is upgrading its fleet of planes, I just don't understand why the flight plans could not be changed to fly over less populated areas west of here. Rio Rancho has a population of 90,000 and west Albuquerque is going rapidly. I see no need to continue these flights over populated areas while there are miles of vacant land just to the west.</p> <p>Please take this into consideration when making your decisions.</p>	<p>The Proposed Action would not change the noise contours adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights at ABQ (0.75 percent). The new HC/MC-130Js do not require engine run-ups, whereas the older C-130P/N model require run-up periods. The C-130 P/Ns were built in the 1960s and the old engines required a power efficiency check where the engines are revved up to 90 percent of engine power for a suspended period of time. Local citizens have filed a number of noise complaints citing engine run-ups as the offending noise source (see Appendix D). The new HC/MC-130Js will not require daily engine run-ups, only when maintenance situations require it which is estimated to occur on less than 5 percent of all sorties (Kirtland AFB 2011). The operational noise emissions associated with the new HC/MC-130J aircraft is significantly less than the older C-130P/N tanker planes. Kirtland AFB's objective is to address noise issues that are impacting the local community. Your concerns and suggestions have been noted by the PAO and the Operations Group Commander. One of the goals of the PAO and Operations Group Commander is to respond to your concerns, correct any noise violations, and establish good relations with the community.</p>
13.	4/22/11	Thomas A. Lambert	<p>I am all for increasing the C-130 mission at Kirtland AFB.</p> <p>Good for the mission, good for the base, good for the economy, good for the city.</p>	<p>Thank you for your comment.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
14.	4/22/11	Rev. Deborah Russell	<ol style="list-style-type: none"> <li>1. I don't know what your criteria for "significant" environmental impact are, but my personal experience tells me that the noise impact of military jets flying over Albuquerque is intermittently quite significant to the residents of this city. A number of times over the past couple of years, there has been sustained jet activity and loud noise over the city, particularly over the neighborhoods immediately adjacent to Kirtland's north side. I can remember at least one day last year when the roar of the jets was so loud and sustained in Nob Hill that it wasn't merely annoying and distressing -- it completely disrupted normal life functioning all day long, at least for me. I imagine that this is not your intention, and that you prefer to maintain good relations with the city in which your facility is located.</li> <li>2. I also have concerns about the jet fuel that's been leaking for years and seeping ever closer to Bernalillo County public water sources.</li> <li>3. The risks and damage from these two types of contaminants - noise pollution and toxic chemicals - could be greatly reduced by relocating these types of invasive activities onto the far side of the base, away from the City. Takeoff and landing patterns, and the flight paths of the jets, should be planned to lead away from the City rather than over it, and fuel storage tanks should be located on the far side of the base as well. More effective monitoring of these negative externalities, and giving a higher priority to eliminating them, would also no doubt produce positive benefit. I hope you will seriously consider these legitimate concerns, and at least plan and budget for their mitigation.</li> </ol>	<ol style="list-style-type: none"> <li>1. A "significant environmental impact" is defined as any action that requires mitigation to make it acceptable. For noise impacts, a significant impact would be one that changes the 65 dB DNL noise contours. The Proposed Action would not change the noise contours adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights at ABQ (0.75 percent).</li> <li>2. The Proposed Action would not significantly increase the fuel needs (4.7 percent increase) at Kirtland AFB. The fuel for the new MC-130Js would not be stored in leaking tanks and the fuel required for the Proposed Action would use fully functional fuel delivery and storage systems.</li> <li>3. Kirtland AFB is committed to operating in a safe manner and to reducing negative impacts to the community. Your concerns and suggestions have been noted by the PAO and the Operations Group Commander.</li> </ol>
15.	4/23/2001	Jack Carangelo	<p>Dear Sir or Madam;</p> <p>I am absolutely against adding 526 additional flights from the Abq. Airport.</p> <p>Anyone or any agency who says the increased noise and intrusion of 526 additional flights is "minimal" and not a significantly increased burden on a densely populated urban area, especially for the South Valley and the Southeast of the city, is deliberately lying.</p> <p>The additional noise and intrusion does not even begin to address the overall rationality for this particular activity, especially when the Osprey has proven to be, and continues to be a boondoggle.</p> <p>Other more difficult problems concerning the impact to a sustainable responsible societal endeavor, as to air quality, use of oil, and our present fiscal problems, make this request for additional flights even more absurd.</p>	<p>Kirtland AFB anticipates that the Proposed Action would not significantly increase noise impacts in the areas adjacent to the ABQ Sunport. The new aircraft (HC/MC-130J) are quieter than the aircraft to be replaced (HC-130P/N).</p>

#	Date Submitted	Commenter	Comment	Response to Comment
16.	4/24/11	M. Aronoff	<p>To Whom It May Concern,</p> <p>I had understood that helicopter training exercises were to happen between 10pm and 7am. It seems that they are happening much more frequently than before, at all times of day and night, and not just at the base - helicopters are flying into our neighborhoods. The military well understands the effects of such noise pollution on the mind and body, and to inflict this on those you are training to protect is counterintuitive.</p> <p>Please let me know if my understanding of times was correct.</p> <p>And please extend respect and consideration to your neighbors, especially in this time of the ear-splitting drilling rigs.</p>	<p>Kirtland AFB respects your concerns regarding stress induced by noise from additional planes and helicopters. Please contact the PAO when you encounter stressful noise situations. The Proposed Action would not change the noise contours adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights at ABQ (0.75 percent). Relative to the No Action Alternative, the Proposed Action would not significantly change the noise environment.</p>
17.	4/25/11	Rita Jane Boettcher and Phil Boettcher	<p>Kirtland AFB</p> <p>My husband and I are retired and spend five months every year south of Datil and do so enjoy seeing those C-130 go overhead. We can't wait to go out and wave to them. Those big planes are beautiful to see.</p> <p>We are proud of our USAF and what they have accomplished and what they do. We are thankful for our military for keeping us safe. Why wouldn't we want to extend training flights and get our young men trained where they can properly do their job. We saw the article in the Albuquerque paper.</p> <p>My recommendation is sometime in the spring have an open house, next year, and invite the people that live in the flight path, keep the emails that you receive or the letters, and invite those people. Let them see those huge, beautiful planes, meet some pilots and you will have a better relationship with those same folks. The better that people are informed, the better that you can do your job.</p> <p>We recently went to graduation at the Lackland AFB and we couldn't be prouder of the Air Force. Continue doing the work that you do, keeping our country safe, keeping our military men safe, and do the training that you are doing, so well.</p>	<p>Thank you for your comment.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
18.	4/25/11	Steven and Phyllis Morgan	<p>Comments on C-130 Replacement and Expansion of Training Activities in New Mexico</p> <p>To Whom It May Concern:</p> <p>My wife and I live in Bosque Farms in Valencia County just south west of Kirtland AFB. These big C-130's often fly over our house at night on their training runs. We wish to state our full support for the expansion in numbers and replacement of these large aircraft. We believe that the expansion of training missions is important to our country and to our economy in New Mexico.</p> <p>We also own property in eastern New Mexico and have no problem with the low level training activities to be conducted in eastern San Miguel County, either.</p> <p>I would like to also voice support for a potential agreement we have heard about related to an AF users lease for the Belen airport. We understand that this could lead to improvements to that airport and improve safety for all users. We do not know the status of this discussion, but we support it as residents of Valencia County.</p> <p>Thanks for reading our comments</p>	Thank you for your comment.
19.	4/26/11	Roy and Arlene Williams	To manager of the program for C-130J – Go for it. I'm sure many people will reject this as bad for the environment. Well, they are not interested in our military anyway. I have a son-in-law in Iraq. Anything to improve our great military is important. We live in Edgewood and saw this very project go on. What a thrill.	Thank you for your comment.
20.	4/27/11	Sayrah Namaste	<p>To whom it may concern:</p> <p>I live on Anderson SE, north of Gibson between Carlisle and Girard. I am opposed to the proposal to increase the number of flights which I read about in the Albuquerque Journal. I work from home some days, and the sound of the Air Force planes are so loud that I cannot make phone calls or participate in conference calls. There are times where I cannot hear my daughter speaking when we are inside our home.</p> <p>The night flights are the hardest, as the sound of Air Force planes is very loud and goes on for hours. It is difficult to get my little girl asleep, much less fall asleep myself.</p> <p>Please take my opinion, which is shared by many of my neighbors as we complain to each other, into account.</p>	<p>The Proposed Action would not change the noise contours adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights at ABQ (0.75 percent). Kirtland AFB's objective is to address noise issues that are impacting the local community.</p> <p>Your concerns and suggestions have been noted by the PAO and the Operations Group Commander. One of the goals of the PAO and Operations Group Commander is to respond to your concerns, correct any noise violations, and establish good relations with the community.</p>

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21.	4/27/11	David Reid	<p>My questions and comment follow-  More flights per year, would have "less than significant" impacts on the environment, does this include Valecia County (Tierra Grande) that takes the brunt of your "training" and noise levels?  My comment: "Bullshit."  We have been putting up with this baloney down here for 21 years plus. How about spreading the sound of peace around, like flying you circles over the base, and Albuquerque? That includes c-130s, Ospreys and helicopters.  Adding 528 training flights per year, wonderful. We especially enjoy the late night low flights over our casa. This will probably increase those.  Sonic booms, flap, flap and drone on.  By the way, I am not anti-military nor government. I was drafted (Army) 1951 and served in Korea.</p>	<p>The training flight patterns would remain the same; however, the new aircraft (HC/MC-130J) will be quieter than the aircraft to be replaced (HC-130P/N).</p>
22.	4/27/11	Amanda Lind	<p>I'm writing to express my opinion about the proposal for more combat plane flights over Albuquerque city limits. I live nearby the Kirtland Air Force base, near Carlisle and Gibson. I already feel like the number of jets flying overhead is excessive, and am continually surprised by the number and proximity of the planes. There are occasional nights where I hear jets flying overhead for hours. The noise keeps both me and my 11 month baby awake.</p> <p>Please do not increase the number of flights next year! It is hard on the neighborhood, a nuisance, and feels very invasive. I am already appalled at the amount of money our government gives to military spending, and to see money wasted on increasing numbers of test flights is extremely disturbing. That money could be going to a myriad of domestic programs that are in need of funding, and instead it keeps being wasted on the never ended war machine.</p>	<p>The Proposed Action would not change the noise contours adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights at ABQ (0.75 percent). The new HC/MC-130Js do not require engine run-ups, whereas the older C-130P/N model require run-up periods. The C-130 P/Ns were built in the 1960s and the old engines required a power efficiency check where the engines are revved up to 90 percent of engine power for a suspended period of time. The new HC/MC-130Js will not require daily engine run-ups, only when maintenance situations require it which is estimated to occur on less than 5 percent of all sorties (Kirtland AFB 2011). The operational noise emissions associated with the new HC/MC-130J aircraft is significantly less than the older C-130P/N tanker planes.</p>

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23.	4/28/11	Cynthia Barber	<p>Dear Kirtland AFB National Environmental Policy Act Program Manager:</p> <ol style="list-style-type: none"> <li>1. I don't know what your criteria for "significant" environmental impact are, but my personal experience tells me that the noise impact of military jets flying over Albuquerque is intermittently quite significant to the residents of this city. A number of times over the past couple of years, there has been sustained jet activity and loud noise over the neighborhoods immediately adjacent to Kirtland's north side. Some days the roar of the jets has been so loud and sustained in Nob Hill that it was more than annoying and distressing -- it completely disrupted normal conversations, radio and tv sound, and telephone activity. I imagine that you would prefer to maintain good relations with the city where your facility is located.</li> <li>2. I also have concerns about the jet fuel that's been leaking for years and seeping ever closer to Bernalillo County public water sources.</li> <li>3. The risks and damage from these two types of contaminants - noise pollution and toxic chemicals - could be greatly reduced by relocating these types of invasive activities onto the far side of the base, away from the City. Takeoff and landing patterns, and the flight paths of the jets, should be planned to lead <b>away</b> from the City rather than over it, and fuel storage tanks should be located on the far side of the base as well. We request that you give a higher priority to eliminating these two forms of pollution. I hope you will seriously consider these legitimate concerns, and at least plan and budget for their mitigation.</li> </ol>	<ol style="list-style-type: none"> <li>1. A "significant environmental impact" is defined as any action that requires mitigation to make it acceptable. For noise impacts, a significant impact would be one that changes the 65 dB DNL noise contours. The Proposed Action would not change the noise contours adjacent to ABQ Sunport and Kirtland AFB. This is due to the new aircraft (HC/MC-130J) being quieter than the aircraft to be replaced (HC-130P/N) and the very small increase in the number of flights at ABQ (0.75 percent). The new HC/MC-130Js do not require engine run-ups, whereas the older C-130P/N model require run-up periods. The C-130 P/Ns were built in the 1960s and the old engines required a power efficiency check where the engines are revved up to 90 percent of engine power for a suspended period of time. Local citizens have filed a number of noise complaints citing engine run-ups as the offending noise source (see Appendix D). The new HC/MC-130Js will not require daily engine run-ups, only when maintenance situations require it which is estimated to occur on less than 5 percent of all sorties (Kirtland AFB 2011). The operational noise emissions associated with the new HC/MC-130J aircraft is significantly less than the older C-130P/N tanker planes.</li> <li>2. The Proposed Action would not significantly increase the fuel needs (4.7 percent increase) at Kirtland AFB. The fuel for the new MC-130Js would not be stored in leaking tanks and the fuel required for the Proposed Action would use fully functional fuel delivery and storage systems.</li> <li>3. Kirtland AFB is committed to operating in a safe manner and to reducing negative impacts to the community. Your concerns and suggestions have been noted by the PAO and the Operations Group Commander.</li> </ol>



#	Date Submitted	Commenter	Comment	Response to Comment
24	4/30/11	Al Effinger	<p>Regarding the increase of C 130 transports to KAFB, to me it is no problem.</p> <p>To hear the piston engine aircraft overhead is music to my ears. It never fails to get me to look up to see what it is. Jets do not produce the same effect.</p> <p>Of course, I may be a bit biased since I had worked for TWA for 46 years so had a lot of airplane time. I also was an aircraft mechanic while in the U S Navy working on piston and jet aircraft.</p> <p>I might add that I am in the flight path (12 miles NE of the airport) when wind direction requires landing – take off on runways 8-25 or 3-21.</p> <p>Noise. Some people will complain of course. Now with the growth of Mesa del Sol, south of the airport, I expect there will be plenty of complaints. Just ask these people one question. "Was the airport there when they moved in?" Remember, this airport was built in the early '30's when there was no housing around it. Then homes were built up to the fence and the complaints started. This airport was started before most of the complainers were born.</p> <p>Bottom line, do what has to be done since the troops need training. Ignore the complaints or have them move.</p> <p>Hopes this helps land the new plans and I look forward (maybe) to a short flight on one.</p> <p>P.S. Typing is not one of my better things.</p>	Thank you for your comments.
25.	5/2/11	Kali Bronson	<p>I am not sure what your criteria for "significant" environmental impact are, but my personal experience tells me that the noise impact of military aircraft, particularly the Osprey, flying over Albuquerque is intermittently quite significant to the residents of this city. Consistently over the past couple of years, there has been sustained aircraft (likely Osprey) activity and loud noise particularly over the neighborhoods immediately adjacent to Kirtland's north side. Much of this activity has occurred during late evening, night, and early morning hours. During the last week alone, the sustained aircraft activity during the night has been so loud and for such a long duration of time that the noise has kept my entire family awake. This activity isn't merely annoying and distressing -- it completely disrupts normal life functioning. While the spring weather is nice and allows you to cool your house simply by opening windows, this is impossible for us as the noise level is so oppressive. The majority of people in this area use evaporative coolers in the summer; for evaporative cooling to work properly, windows must be left open to circulate the air. When aircraft are hovering for long sustained periods during the night, the noise level is unbearable with windows open.</p> <p>I imagine that this is not your intention, and that you prefer to maintain good relations with the city in which your facility is located.</p> <p>The risks and damage from noise pollution could be greatly reduced by relocating these types of invasive activities onto the far side of the base, away from the City. Takeoff and landing patterns, and the flight paths of the jets, should be planned to lead away from the City rather than over it. More effective monitoring of these negative externalities, and giving a higher priority to eliminating them, would also no doubt produce positive benefit. I hope you will seriously consider these legitimate concerns, and plan for their mitigation.</p>	Please see response to comment 23.

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26.	5/14/11	Laura Calderone	<ol style="list-style-type: none"> <li>1. Many nights the noise is nearly unbearable, and Kirtland simply does not take the neighborhood concerns seriously. I and many other neighbors follow the noise complaint process, and are told there were "normal operations." That is not satisfactory.</li> <li>2. The truth is that the ground operations violates Albuquerque and federal law, which prohibits the runup of engines that last hours long. Yes, I have been told that the law does not matter, the mission matters more. Shame on the Air Force for that response; the military is not supposed to be above the law.</li> <li>3. The AF is missing the opportunity to work with the neighborhood to find a solution. The truth is the noise has a negative impact on our property values -- and that's a pretty high price for neighborhoods residents to bear. I'd move if I could, but I'd lose everything and at age 55, starting over would be very, very difficult. So despite about the studies about the economic impact Kirtland has on Albuquerque, it has a tremendous negative impact on the adjacent neighborhoods.</li> </ol>	<ol style="list-style-type: none"> <li>1. Kirtland AFB respects your concerns regarding existing noise emissions. Kirtland AFB recognizes that the existing noise conditions are a neighborhood concern. Kirtland AFB's objective is to maintain good relations with its neighbors. Thank you for following the protocol for noise complaint issues. Noise complaints are handled by the PAO; formal correspondence and investigations are managed by the Operations Group Commander. Kirtland AFB recognizes that normal flight operations can have noise impacts on residential areas at night.</li> <li>2. Kirtland AFB signed a Letter of Agreement (LOA) between ABQ Sunport Air Traffic Control Tower, City of Albuquerque Aviation Department and Kirtland Air Force Base 58<sup>th</sup> Special Operations Wing (SOW), and 150<sup>th</sup> Fighter Wing effective on January 30, 2004. The flight patterns and run-up restrictions for the new HC/MC-130Js will follow the LOA. If you observe Kirtland AFB operational violations, please contact one or more of the following: APO, Operations group Commander, City of Albuquerque or FAA. The FAA has guidelines that address noise generated by jets at airports. Local (City of Albuquerque) noise guidelines are superseded by the FAA's regulations. You can reach the FAA at (505) 842-2007.</li> <li>3. Kirtland AFB's objective is to maintain good relations with its neighbors and will take active steps to work with the neighborhood to find a solution to high noise levels in neighborhoods adjacent to ABQ Sunport.</li> </ol>

#	Date Submitted	Commenter	Comment	Response to Comment
27.	5/14/11	Laura Caldron (cont.)	<p>4. I requested that the noise contour map be updated; I have since learned that it does not take into account the ground operations that are the major cause of the noise pollution. So the updated map has no bearing on the noise pollution that we are subjected to, and is in fact irrelevant.</p> <p>5. I am also concerned about the continuing water pollution from the fuel leak at Kirtland. After months -- years ?? -- of being told that the fuel has not spread and is not in the drinking water, the contamination has spread and is in the wells &amp; drinking water at Kirtland and the VA (ABQ Journal May 14). More flights certainly increases the probability for more pollution.</p>	<p>4. Several public comments submitted to Kirtland AFB on the Draft EA (3 October 2010 to 3 November 2010) requested a new noise analysis for ABQ Sunport. ABQ Sunport recently released a Draft EA for the proposed closure of Runway 17-35. The FAA is the responsible agency for noise analysis at civilian airports. Therefore, Kirtland AFB elected to revise the EA and include the new noise analysis compiled by ABQ Sunport, which includes Kirtland AFB operations. The ABQ Sunport EA followed the requirements of Section 102(2) of the <i>National Environmental Policy Act (NEPA) of 1969</i> and conforms to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E, <i>Environmental Impacts: Policies and Procedures</i>, and FAA Order 5050.4B, <i>National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions</i>. The FAA is the lead agency for that project. Kirtland AFB is using the updated existing condition noise contours in Section 3.11 based on the standards and requirements FAA is committed to follow. The Proposed Action would not substantially change noise emissions or alter the noise contours</p> <p>5. The Proposed Action would not significantly increase the fuel needs (4.7 percent) at Kirtland AFB. The fuel for the new MC-130Js would not be stored in leaking tanks and the fuel required for the Proposed Action would use fully functional fuel delivery and storage systems.</p>

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28.	5/14/11	Laura Caldrone (cont.)	<p>6. I also am disillusioned by the NEPA process. I commented in good faith, and asked twice for updates on the status, heard nothing back, and found this revised EA by accident. I am quite surprised that revising the EA and posting on the Kirtland web site is considered an adequate response. It gives the impression that the NEPA process is not impartial, and is biased towards the Air Force.</p>	<p>6. Public awareness and participation is an important part of the NEPA process. Kirtland AFB advertised the 30-day comment period for the EA in the advertisement section of the <i>Albuquerque Journal</i> on 19 April 2011. The Notice of Availability stated that the EA could be reviewed online at <a href="http://www.kirtland.af.mil/">www.kirtland.af.mil/</a> and at two libraries. Kirtland AFB welcomes suggestions on methods to improve public awareness of the NEPA process.</p>
29.	5/18/11	CJ Morgan	<p>I am strongly opposed to increased training flights in the ABQ airspace, and here is why: this spring 2 olive drab rotorcraft flew so low over my house (Ponderosa Pines neighborhood, in the East Mountains) that my windows rattled. I spent 45 minutes on the phone trying to politely convey my concern at their flying below the 500' AGL, and got nowhere. Not one person in all the phone numbers I was referred to would address my problem, and each individual stated that 'we have no aircraft currently flying'. Yet something rattled my windows loud enough to spook one of my dogs into her crate...</p> <p>Operation Security is a critical component of our defense, I get it. But fess up if you screw up: I received a pointless followup email that basically told me I was in the wrong. Not acceptable.</p> <p>If KAFD cannot be a good citizen, they shouldn't be flying training missions, much less adding 2 per day. I do realize that rotorwing and the proposed Heavy fixedwing aircraft are very different in their flight profiles, but as a local neighbor, I strongly insist that KAFB fix what is broken before adding a new component.</p>	<p>Kirtland AFB's objective is to maintain good relations with its neighbors and will take active steps to work with the neighborhood to find a solution to high noise levels in neighborhoods adjacent to ABQ Sunport.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
30.	5/18/11	Chantal Foster	<p>Noise Contour Map is Inaccurate. At a meeting with Councilor Garduno and Sunport staff on December 9, 2010, Sunport staff confirmed that the FAA's 13 Integrated Noise Model (INM) used in this report (and to waive an environmental impact statement) is a computer-generated model which does not take into account two important factors: 1. duration of noise; and 2. the noise funnel effect created by KAFB operations occurring outside and between Hangars 1001, 1002, and 1003. In fact, there is an extreme noise funneling effect that amplifies KAFB operational noise into adjacent neighborhoods over a mile away. For example, on 10/21/2010 and 10/28/2010, noise levels in Parkland Hills at Kathryn &amp; Southern Ave were measured for several hours at 68dBA and 70dBA, respectively. This noise is 30dB above our ambient noise in the neighborhood and is grossly above levels indicated in the noise contour map produced by the FAA's 13 Integrated Noise Model (INM). In fact, according to the INM, there should be no impact to the Parkland Hills neighborhood, however this is not the case. Additionally, the noise produced by KAFB operations frequently occurs for 12-18 hours a day, an impact factor not considered by the INM.</p>	<p>The INM model "user manual" states that the duration of noise events, such as aircraft operations, can be modified. Engine run-ups of turbo-prop planes are a source of numerous community complaints. The new HC/MC-130Js are quieter than the existing C-130P/N and do not require daily engine run-ups (Kirtland 2011). The Proposed Action would reduce the frequency of run-ups which appears to be a major concern of the citizens. The noise model may be able to simulate the funneling effect you describe but it would be difficult to model. The noise funneling of periodic loud noise events outside of the noise contours may occur; however, periodic noise events may not affect the shape of dB DNL noise contours. The DNL noise contours represents noise exposure events over a 24-hour period modeled from noise emissions over a period of months or years. Several public comments submitted to Kirtland AFB on the Draft EA (3 October 2010 to 3 November 2010) requested a new noise analysis for ABQ Sunport. ABQ Sunport has released a Draft EA for the proposed closure of Runway 17-35. The FAA is the responsible agency for noise analysis at civilian airports. Therefore, Kirtland AFB elected to revise the EA and include the new noise analysis compiled by ABQ Sunport, which includes Kirtland AFB operations. The ABQ Sunport EA followed the requirements of Section 102(2) of <i>NEPA of 1969</i> and conforms to the requirements and standards set forth by the FAA as contained in FAA Order 1050.1E, <i>Environmental Impacts: Policies and Procedures</i>, and FAA Order 5050.4B, <i>NEPA Implementing Instructions for Airport Actions</i>. The FAA is the lead agency for that project. Kirtland AFB is using the updated existing condition noise contours in Section 3.11 based on the standards and requirements FAA is committed to follow. The Proposed Action would not alter the noise contours or substantially change noise emissions.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
31.	5/18/11	Chantal Foster (continued)	<p>Actual Noise Levels Require Noise Mitigation by KAFB. The report states that unacceptable noise levels which fall within a range of (above 65 but not greater than 75 dBA) require barriers and special construction methods. According to the U.S. Department of Housing and Urban Development (HUD) in residential areas (HUD 1984):</p> <p>Normally Unacceptable (above 65 but not greater than 75 dBA) - The noise exposure is significantly more severe; barriers may be necessary between the site and prominent noise sources to make the outdoor environment acceptable; special building construction may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.</p> <p>Because a) these "normally unacceptable" levels have been measured in neighborhoods almost a mile from KAFB and b) the Integrated Noise Model is a computer-generated model that does not accurately reflect local conditions created by the noise tunneling effect of Hangars 1001, 1002, and 1003, I believe that KAFB is obligated by law to provide noise barriers and other noise mitigation techniques. A revised EA or EIS must indicate these noise mitigation strategies.</p>	<p>The FAA is currently assessing noise emissions from ABQ Sunport and Kirtland AFB as part of the Closure of Runway 17-35 Draft EA that was released earlier this year. The ABQ Draft EA noise contours show that 1.0 acres of residential homes are exposed to noise emissions greater than 65 dB DNL. The ABQ and FAA NEPA analysis would have to describe mitigation actions for the residential neighborhoods impacted by emissions greater than 65 dB DNL. The ABQ and FAA NEPA analysis may request that Kirtland AFB provide noise barriers or other mitigation actions to reduce the impacts to residential neighborhoods. Because ABQ Sunport is a civilian airport dominated by civilian aircraft, the mitigation plan will be based on FAA's recommendations and are beyond the scope of this report. The Kirtland AFB Proposed Action would not alter the noise contours or substantially change noise emissions. The new HC/MC-130Js are quieter than the existing C-130P/N and do not require daily engine run-ups. It is recommended that concerned citizens should participate in the ABQ Sunport EA process to insure that mitigation actions for residential impacts are accounted for in the ABQ Sunport Runway Closure 17-35 NEPA analysis.</p>
32.	5/18/11	Chantal Foster (continued)	<p>: Language Error Would Allow dB to Double, Causing Immediate Health Hazards According to the report published in April 2011 (ENVIRONMENTAL ASSESSMENT ENVIRONMENTAL ASSESSMENT FOR THE HERCULES TANKER PLANE RECAPITALIZATION FOR THE HERCULES TANKER PLANE RECAPITALIZATION AT KIRTLAND AIR FORCE BASE, NEW MEXICO AT KIRTLAND AIR FORCE BASE, NEW MEXICO): "The off-base land area would not be subjected to an increase in Day/Night Average Sound Levels (DNL) greater than 65 decibels"</p> <p>As currently written, this statement would allow for an INCREASE (rather than a TOTAL) of 65 decibels. The current statement allows acceptable noise levels to increase by 65dBA which would cause our DNL to skyrocket to 100dBA, a level which is immediately hazardous to human health, according to HUD. Please correct this language immediately to state cumulative total dB levels of 65dBA.</p>	<p>Thank you for your observation, the text was changed.</p>

#	Date Submitted	Commenter	Comment	Response to Comment
33.	5/18/11	Joan Simmons	You show no concern for the loss people in the nearby areas are suffering. Loss of value in their properties, loss of a quality of life that you would not want to expose your family and loved ones. In this economy to cause even more impact on homeowners is criminal. The base is already endangering the community of Albuquerque as a whole with the continuing jet fuel leak. If the air force does not know how to be a good citizen it should feel shame. A concerned Albuquerque resident...	Kirtland AFB's objective is to maintain good relations with its neighbors and will take active steps to work with the neighborhood to find a solution to high noise levels in neighborhoods adjacent to ABQ Sunport. The Proposed Action would not significantly increase the fuel needs (4.7 percent increase) at Kirtland AFB. The fuel for the new MC-130Js would not be stored in leaking tanks and the fuel required for the Proposed Action would use fully functional fuel delivery and storage systems.
<p>End Notes:</p> <p>Kirtland AFB. 2011. Memorandum for 377 MSG/CEAN NEPA. From 58 SOW, Det 1/CC. Subject: HC/MC-130J Engine Run-up procedures vs. Legacy MC-130 Engine Run-ups. By Charles E. Mangold, Lt Col, USAF.</p>				





# Reactors in Asia Face Risks

■ *Little attention paid to fault lines near sites of nuclear facilities*

BY MARGIE MASON  
AND ROBIN McDOWELL  
The Associated Press

JAKARTA, Indonesia — The skeleton of what will soon be one of the world's biggest nuclear plants is slowly taking shape along China's southeastern coast — right on the doorstep of Hong Kong's bustling metropolis. Three other facilities nearby are up and running or under construction.

Like Japan's Fukushima Dai-ichi plant they lie within a few hundred miles of the type of fault known to unleash the largest tsunami-spawning earthquakes.

Called subduction zones, these happen when one tectonic plate is lodged beneath another. And because the Manila Trench hasn't been the source of a huge quake in at least 440 years, some experts say tremendous stresses are building, increasing the chances of a major rupture.

Should that happen, the four plants in southern China, and a fifth perched on Taiwan's southern tip, could be in the path of a towering wave like the one that struck Fukushima.

"We have to assume they'll be hit," said David Yuen, a University of Minnesota professor who has modeled seismic probabilities for the fault. "Maybe not in the next 10 years, but in 50 or 100 years."

Asia, the world's most seismically charged region, is undergoing a nuclear renaissance as

it struggles to harness enough power for its huge populations and booming economies.

But China, Taiwan, India and several other countries frantically building coastal facilities have made little use of new science to determine whether these areas are safe. At least 32 plants in operation or under construction in Asia are at risk of one day being hit by a tsunami, nuclear experts and geologists warn.

And even when nations have conducted appropriate seismic hazard assessments, in many cases they have not shared the findings with the U.N. International Atomic Energy Agency, leaving experts frustrated and in the dark.

"It's pretty astonishing to a lot of us that so little priority is placed on the work we do," said Kerry Sieh of the Earth Observatory of Singapore, who has studied and written about the Manila Trench, where pressure has been building for millions of years.

He is among those who say it is only a matter of time before it snaps.

In assessing the tsunami risks to nuclear power stations, scientists focus on their proximity to subduction faults, volcanoes and areas frequently hit by underwater landslides — all of which can trigger seismic waves. Because giant tsunamis recur, they also look at historic and scientific records, going back up to 4,000 years if possible.

Science has come a long way since the first nuclear plant was built in the 1950s.

By carbon dating the ash, pollen or other organic material attached to tsunami sand

deposits swept inland with the giant walls of water, geologists can determine to the decade, and sometimes even the year, when the wave hit and how big it was when it roared ashore.

That's important because some tsunamis only strike once a millennium.

It's not yet clear if the Japan disaster was a wake-up call for energy-starved China, which has the world's most ambitious nuclear power expansion.

China's nuclear regulators declined to answer questions submitted by The Associated Press, but have said in the past that plants along their southeastern coast have been fitted with the most modern technology and are able to withstand huge storm surges from typhoons, which hit with far less force than tsunamis.

As for the likelihood of a mammoth tsunami, Li Zhong-Cheng of the National Energy Center told the state-run China Daily newspaper after last month's disaster that coastal areas are protected by a wide, shallow continental shelf that is not conducive to the forma-

tion of big seismically triggered waves.

Other scientists say there isn't enough research to make such a declaration.

Some historical records, though inconsistent, indicate a 30-foot tsunami in 1782 from the South China Sea killed as many as 40,000 people after hitting southern Taiwan. Records also point to a 27-foot wave in 1765 that swept as many as 10,000 people out to sea in the same province where the Chinese plants are located.

But experts say China needs to look much further back in time.

Unlike Japan, sand deposit studies have just begun there.

If that data, along with predictions about future earthquake-spawned tsunamis are not taken into account, some fear disaster could strike again some day.

"What happened in Japan was not a surprise," said Antonio Godoy, the IAEA's recently retired top seismic safety expert. "Maybe now they'll wake up, listen and act."

## PUBLIC NOTICE

### ENVIRONMENTAL ASSESSMENT (EA) FOR THE HERCULES TANKER PLANE RECAPITALIZATION AT KIRTLAND AIR FORCE BASE, NM

A Revised Draft EA has been prepared to evaluate the potential impacts on the natural and human environment that would result from increasing the Special Operations Forces (SOF) and Combat Search and Rescue (CSAR) training force. Comments received during a previous public review of the EA were addressed in the Revised Draft EA. The Proposed Action is to convert and increase the number of existing and aging Air Combat Command (ACC) HC-130N Personnel Recovery (PR) tanker and Air Force Special Operations Command (AFSOC) MC-130P SOF tanker aircraft and simulators to the new Hercules HC/MC-130J tanker aircraft and simulators at Kirtland Air Force Base (AFB). Under the Proposed Action, the current eight HC/MC-130N/P primary training aircraft inventory (PTAI) assigned to the 550<sup>th</sup> Special Operations Squadron (SOS) would be replaced by 12 PTAI.

Copies of the Revised Draft EA and the proposed Finding of No Significant Impact (FONSI) are available for review at <http://www.kirtland.af.mil/> under Our Environment or at the following locations:

CNMCC Montoya Campus  
4700 Morris NE  
Albuquerque, NM 87102

Kirtland AFB Library  
Bldg 20204  
Kirtland AFB, NM 87117

The 30 day comment period ends **19 May 2011**. All comments on the Revised Draft EA and FONSI must be received by that date. To receive further information, or to contribute comments, please contact the NEPA Program Manager, 377 MSG/CEVQ, 2050 Wyoming Blvd SE, Suite 125, Kirtland AFB, NM 87117 or send an email to [NEPA@kirtland.af.mil](mailto:NEPA@kirtland.af.mil)

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Rio Rancho, NM

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Alto, NM

THOMAS "DICK" SALOPEK  
Las Cruces, NM

---

May 3, 2011

NEPA Program Manager  
377 MSG/CEANQ  
2050 Wyoming Blvd. SE, Suite 125  
KAFB NM 87117

Re: Hercules Tanker Plane Recapitalization Draft Environmental Assessment  
NMGF No. 14302

Dear Sirs,

In response to your letter dated 7 April 2011 regarding the above referenced project, the Department of Game and Fish (Department) does not anticipate significant impacts to wildlife or sensitive habitats. For more information on listed and other species of concern, contact the following sources:

1. BISON-M Species Accounts, Searches, and County lists: <http://www.bison-m.org>
2. Habitat Handbook Project Guidelines:  
[http://wildlife.state.nm.us/conservation/habitat\\_handbook/index.htm](http://wildlife.state.nm.us/conservation/habitat_handbook/index.htm)
3. For custom, site-specific database searches on plants and wildlife. Go to Data then to Free On-Line Data and follow the directions go to: <http://nmnhp.unm.edu>
4. New Mexico State Forestry Division (505-827-5830) or  
<http://nmrareplants.unm.edu/index.html> for state-listed plants
5. For the most current listing of federally listed species **always** check the U.S. Fish and Wildlife Service at (505-346-2525) or <http://www.fws.gov/ifw2es/NewMexico/index.cfm>.

Thank you for the opportunity to review and comment on your project. If you have any questions, please contact Mark Watson, Habitat Specialist, at (505) 476-8115 or [mark.watson@state.nm.us](mailto:mark.watson@state.nm.us).

Sincerely,

Matt Wunder, Ph.D., Chief  
Conservation Services Division

MW/mlw

xc: Wally Murphy, Ecological Services Field Supervisor, USFWS





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

Colonel Robert L. Maness  
377 ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Julie Alcon  
U.S. Army Corps of Engineers  
Chief of Environmental Resources Section  
4101 Jefferson Plaza NE  
Albuquerque NM 87109

Re: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Alcon

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130 tanker training force structure assigned to the 58<sup>th</sup> Special Operations Wing (SOW), Kirtland Air Force Base (AFB). I am writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

The old legacy Hercules tanker planes, HC/MC-130P/N, would be replaced by the new Hercules HC/MC-130J tanker planes. The total number of Hercules tanker planes would increase by four Primary Training Aircraft Inventory (PTAI) and one Backup Aircraft Inventory (BAI) aircraft.

Personnel numbers and sorties would grow to accommodate the additional training requirements in support of the increasing HC/MC-130J fleets, while maintaining training on the remaining legacy fleet. Upon retirement of the legacy platform, training would remain above current levels because of the increased HC/MC-130J force structure over the current legacy force structure. This Proposed Action would increase base personnel by 26 officers, 136 enlisted staff and 9 civilians, and the average daily student population would increase by 37. The number of annual sorties would increase by 578 representing a five percent increase in the number of flights at Kirtland AFB. No supersonic flights would be associated with either aircraft.

The EA will analyze the Proposed Action and no action alternative, and present any potential environmental impacts that may result from implementation of the HC/MC-130 Recapitalization at Kirtland AFB. The Proposed Action involves construction of new facilities and additions to existing facilities to accommodate the new aircraft.

In accordance with Executive Order 12372, Intergovernmental Review of Federal Programs, I request your participation by reviewing the Draft EA and solicit your comments concerning the proposal and any potential environmental concerns you may have. Copies of the Draft EA and the proposed Finding of No Significant Impact are available at <http://www.kirtland.af.mil> under the environmental issues tab. Please provide written comments on the Draft EA or other information regarding the action at your earliest convenience but preferably no later than 30 days from the receipt of this letter.

Appendix B of the Draft EA contains a listing of those federal, state, and local agencies that have been contacted. If there are any additional agencies that you feel should review and comment on the proposed activities, please include them in your distribution of this letter.

Please address questions or comments on this Proposed Action to the NEPA Program Manager, 377 MSG/CEANQ, 2050 Wyoming Boulevard SE, Suite 125, KAFB NM 87117, or via email to [nepa@kirtland.af.mil](mailto:nepa@kirtland.af.mil).

Sincerely

A handwritten signature in blue ink, appearing to read "Robert L. Maness", with a stylized flourish at the end.

ROBERT L. MANESS, Colonel, USAF  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

Colonel Robert L. Maness  
377 ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Mary Lou Leonard  
City of Albuquerque  
Acting Environmental Health Department Director  
PO Box 1293  
Albuquerque NM 87103

Re: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Leonard

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130 tanker training force structure assigned to the 58<sup>th</sup> Special Operations Wing (SOW), Kirtland Air Force Base (AFB). I am writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

Colonel Robert L. Maness  
377 ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Georgia Cleverley  
New Mexico Environmental Department  
Office of Planning and Performance  
PO Box 5469  
Santa Fe NM 87502-5469

Re: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Cleverley

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130 tanker training force structure assigned to the 58<sup>th</sup> Special Operations Wing (SOW), Kirtland Air Force Base (AFB). I am writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Sincerely

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ROBERT L. MANESS, Colonel, USAF  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

Colonel Robert L. Maness  
377 ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Terra Monasco  
New Mexico Game and Fish  
Assistant Chief of Conservation Services Division  
PO Box 25112  
Santa Fe NM 87504

Re: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Monasco

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130 tanker training force structure assigned to the 58<sup>th</sup> Special Operations Wing (SOW), Kirtland Air Force Base (AFB). I am writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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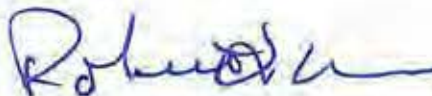
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Sincerely

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ROBERT L. MANESS, Colonel, USAF  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

Colonel Robert L. Maness  
377 ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Ms. Jackie Andrew  
Southwestern Region NEPA Coordinator  
U.S. Forest Service  
333 Broadway Blvd. SE  
Albuquerque NM 87102

Re: Recapitalization of the Hercules Tanker Fleet

Dear Ms. Andrew

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130 tanker training force structure assigned to the 58<sup>th</sup> Special Operations Wing (SOW), Kirtland Air Force Base (AFB). I am writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

The old legacy Hercules tanker planes, HC/MC-130P/N, would be replaced by the new Hercules HC/MC-130J tanker planes. The total number of Hercules tanker planes would increase by four Primary Training Aircraft Inventory (PTAI) and one Backup Aircraft Inventory (BAI) aircraft.

Personnel numbers and sorties would grow to accommodate the additional training requirements in support of the increasing HC/MC-130J fleets, while maintaining training on the remaining legacy fleet. Upon retirement of the legacy platform, training would remain above current levels because of the increased HC/MC-130J force structure over the current legacy force structure. This Proposed Action would increase base personnel by 26 officers, 136 enlisted staff and 9 civilians, and the average daily student population would increase by 37. The number of annual sorties would increase by 578 representing a five percent increase in the number of flights at Kirtland AFB. No supersonic flights would be associated with either aircraft.

The EA will analyze the Proposed Action and no action alternative, and present any potential environmental impacts that may result from implementation of the HC/MC-130 Recapitalization at Kirtland AFB. The Proposed Action involves construction of new facilities and additions to existing facilities to accommodate the new aircraft.

In accordance with Executive Order 12372, Intergovernmental Review of Federal Programs, I request your participation by reviewing the Draft EA and solicit your comments concerning the proposal and any potential environmental concerns you may have. Copies of the Draft EA and the proposed Finding of No Significant Impact are available at <http://www.kirtland.af.mil> under the environmental issues tab. Please provide written comments on the Draft EA or other information regarding the action at your earliest convenience but preferably no later than 30 days from the receipt of this letter.

Appendix B of the Draft EA contains a listing of those federal, state, and local agencies that have been contacted. If there are any additional agencies that you feel should review and comment on the proposed activities, please include them in your distribution of this letter.

Please address questions or comments on this Proposed Action to the NEPA Program Manager, 377 MSG/CEANQ, 2050 Wyoming Boulevard SE, Suite 125, KAFB NM 87117, or via email to [nepa@kirtland.af.mil](mailto:nepa@kirtland.af.mil).

Sincerely

A handwritten signature in blue ink, appearing to read "Robert L. Maness", with a stylized flourish at the end.

ROBERT L. MANESS, Colonel, USAF  
Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 377TH AIR BASE WING (AFMC)

Colonel Robert L. Maness  
377 ABW/CC  
2000 Wyoming Blvd SE Suite E-3  
Kirtland AFB NM 87117-5000

Mr. Robert Campellone  
U.S. Fish and Wildlife Service  
Division of Planning  
PO Box 1306  
Albuquerque NM 87103

Re: Recapitalization of the Hercules Tanker Fleet

Dear Mr. Campellone

The United States Air Force's Air Combat Command (ACC) is preparing an Environmental Assessment (EA) for the Recapitalization of the HC/MC-130 tanker training force structure assigned to the 58<sup>th</sup> Special Operations Wing (SOW), Kirtland Air Force Base (AFB). I am writing this letter to request your assistance in the environmental assessment process, specifically in identifying any potential issues relating to the proposed activities.

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Sincerely

A handwritten signature in blue ink, appearing to read "Robert L. Maness", with a stylized, flowing script.

ROBERT L. MANESS, Colonel, USAF  
Commander



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<ul style="list-style-type: none"> <li>■ Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.</li> <li>■ Print your name and address on the reverse so that we can return the card to you.</li> <li>■ Attach this card to the back of the mailpiece, or on the front if space permits.</li> </ul>	<p>A. Signature X </p> <p style="text-align: right;"><input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) _____ C. Date of Delivery _____</p> <p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>
<p>1. Article Addressed to:</p> <p style="font-size: 1.2em;">Ms. Georgia Cleverley NM Environmental Dept. P.O. Box 5469 Santa Fe, NM 87502</p>	<p>3. Service Type</p> <p><input type="checkbox"/> Certified Mail <input checked="" type="checkbox"/> Express Mail</p> <p><input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Insured Mail <input type="checkbox"/> C.O.D.</p> <p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>
<p>2. Article Number (Transfer from service label) <b>EG343102739US</b></p>	
<p>PS Form 3811, February 2004 <span style="float: right;">102595-02-M-1540</span></p>	

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<p>1. Article Addressed to:</p> <p style="font-size: 1.2em;">Ms. Mary Lou Leonard City of Albuquerque P.O. Box 1293 Albuquerque, NM 87103</p>	<p>3. Service Type</p> <p><input type="checkbox"/> Certified Mail <input checked="" type="checkbox"/> Express Mail</p> <p><input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Insured Mail <input type="checkbox"/> C.O.D.</p> <p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>
<p>2. Article Number (Transfer from service label) <b>EG343102760US</b></p>	
<p>PS Form 3811, February 2004 <span style="float: right;">102595-02-M-1540</span></p>	

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<p>1. Article Addressed to:</p> <p style="font-size: 1.2em;">Mr. Robert Campellone US Fish &amp; Wildlife Serv. Division of Planning P.O. Box 1306 Albuquerque, NM 87117</p>	<p>3. Service Type</p> <p><input type="checkbox"/> Certified Mail <input checked="" type="checkbox"/> Express Mail</p> <p><input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Insured Mail <input type="checkbox"/> C.O.D.</p> <p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>
<p>2. Article Number (Transfer from service label) <b>EG343102742US</b></p>	
<p>PS Form 3811, February 2004 <span style="float: right;">102595-02-M-1540</span></p>	

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<p>1. Article Addressed to:</p> <p style="font-size: 1.2em;">Ms. Terra Monasco NM Dept. of Fish &amp; Game PO Box 25112 Santa Fe, NM 87504</p>	<p>3. Service Type</p> <p><input type="checkbox"/> Certified Mail <input checked="" type="checkbox"/> Express Mail</p> <p><input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Insured Mail <input type="checkbox"/> C.O.D.</p> <p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>
<p>2. Article Number (Transfer from service label) <b>EG343102756US</b></p>	
<p>PS Form 3811, February 2004 <span style="float: right;">102595-02-M-1540</span></p>	







EG 343102760 US



Customer Copy  
Label 11-B, March 2004

UNITED STATES POSTAL SERVICE®

Post Office To Addressee

ORIGIN (POSTAL SERVICE USE ONLY)

PO ZIP Code 70884	Day of Delivery <input type="checkbox"/> Next <input type="checkbox"/> 2nd <input type="checkbox"/> 3rd Del. Day	Postage \$ 22.75
Date Accepted Mo. 30 Day 6 Year 2004	Scheduled Date of Delivery Mo. 30 Day 01	Return Receipt Fee \$ 2.30
Time Accepted <input type="checkbox"/> AM <input type="checkbox"/> PM	Scheduled Time of Delivery <input type="checkbox"/> Noon <input type="checkbox"/> 1 PM	COO Fee \$
Flat Rate <input type="checkbox"/> or Weight 1.6	Military <input type="checkbox"/> <input type="checkbox"/> 2nd Day <input type="checkbox"/> 3rd Day	Insurance Fee \$
	6-Digit Alpha Country Code	Total Postage & Fees \$ 30.45
		Acceptance Emp. Initials [Signature]

DELIVERY (POSTAL USE ONLY)

Delivery Attempt	Time	<input type="checkbox"/> AM <input type="checkbox"/> PM	Employee Signature
Mo. Day			
Delivery Attempt	Time	<input type="checkbox"/> AM <input type="checkbox"/> PM	Employee Signature
Mo. Day			
Delivery Date	Time	<input type="checkbox"/> AM <input type="checkbox"/> PM	Employee Signature
Mo. Day			

CUSTOMER USE ONLY

PAYMENT BY ACCOUNT  
Express Mail Corporate Acct. No. ☐ WAIVER OF SIGNATURE (Domestic Mail Only)  
Additional merchandise insurance is void if customer requests waiver of signature.  
I wish delivery to be made without obtaining signature of addressee or addressee's agent (if delivery employee judges that article can be left in secure location) and I authorize that delivery employee's signature constitutes valid proof of delivery.

Federal Agency Acct. No. or Postal Service Acct. No.

NO DELIVERY  
☐ Weekend ☐ Holiday ☐ Mailer Signature

FROM: (PLEASE PRINT)

PHONE: ( )

TO: (PLEASE PRINT)

PHONE: ( )

ZIP + 4 (U.S. ADDRESSES ONLY; DO NOT USE FOR FOREIGN POSTAL USES)

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### Search Results

Label/Receipt Number: **EG34 3102 760U S**  
Guaranteed Delivery Date/Time: **October 1, 2010, 12:00 PM**  
Class: **Express Mail®**  
Service(s): **Return Receipt**  
Status: **Delivered**

Your item was delivered at 7:10 am on October 04, 2010 in ALBUQUERQUE, NM 87103. The item was signed for by L ENGLISH.

Detailed Results:

- **Delivered, October 04, 2010, 7:10 am, ALBUQUERQUE, NM 87103**
- **Notice Left, October 01, 2010, 11:31 am, ALBUQUERQUE, NM 87103**
- **Arrival at Post Office, October 01, 2010, 11:30 am, ALBUQUERQUE, NM 87102**
- **Processed through Sort Facility, October 01, 2010, 7:14 am, ALBUQUERQUE, NM 87101**
- **Processed through Sort Facility, September 30, 2010, 4:57 pm, BATON ROUGE, LA 70826**
- **Acceptance, September 30, 2010, 9:38 am, BATON ROUGE, LA 70810**

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### Search Results

Label/Receipt Number: **EG34 3102 739U S**  
Guaranteed Delivery Date/Time: **October 2, 2010, 3:00 PM**  
Class: **Express Mail®**  
Service(s): **Return Receipt**  
Status: **Delivered**

Your item was delivered at 9:07 am on October 04, 2010 in SANTA FE, NM 87502 to EXPRESS . The item was signed for by H QUINTANA.

Detailed Results:

- **Delivered, October 04, 2010, 9:07 am, SANTA FE, NM 87502**
- **Notice Left, October 01, 2010, 10:45 am, SANTA FE, NM 87502**
- **Arrival at Unit, October 01, 2010, 9:20 am, SANTA FE, NM 87505**
- **Processed through Sort Facility, October 01, 2010, 7:14 am, ALBUQUERQUE, NM 87101**
- **Processed through Sort Facility, September 30, 2010, 4:57 pm, BATON ROUGE, LA 70826**
- **Acceptance, September 30, 2010, 9:36 am, BATON ROUGE, LA 70810**

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## Track & Confirm

### Search Results

Label/Receipt Number: **EG34 3102 742U S**  
Guaranteed Delivery Date/Time: **October 1, 2010, 12:00 PM**  
Class: **Express Mail®**  
Service(s): **Return Receipt**  
Status: **Delivered**

Your item was delivered at 8:05 am on October 04, 2010 in ALBUQUERQUE, NM 87103. The item was signed for by L ARAGON.

Detailed Results:

- **Delivered, October 04, 2010, 8:05 am, ALBUQUERQUE, NM 87103**
- **Notice Left, October 04, 2010, 6:11 am, ALBUQUERQUE, NM 87103**
- **Processed through Sort Facility, October 01, 2010, 6:33 pm, ALBUQUERQUE, NM 87101**
- **Processed through Sort Facility, October 01, 2010, 5:15 pm, ALBUQUERQUE, NM 87108**
- **Forwarded, October 01, 2010, 3:29 pm, ALBUQUERQUE, NM**
- **Undeliverable as Addressed, October 01, 2010, 10:48 am, ALBUQUERQUE, NM 87108**
- **Undeliverable as Addressed, October 01, 2010, 9:27 am, KIRTLAND AFB, NM 87117**
- **Arrival at Post Office, October 01, 2010, 9:27 am, ALBUQUERQUE, NM 87108**
- **Processed through Sort Facility, October 01, 2010, 7:14 am, ALBUQUERQUE, NM 87101**
- **Processed through Sort Facility, September 30, 2010, 4:57 pm, BATON ROUGE, LA 70826**
- **Acceptance, September 30, 2010, 9:42 am, BATON ROUGE, LA 70810**

### Notification Options

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## Track & Confirm

### Search Results

Label/Receipt Number: **EG34 3102 760U S**  
Guaranteed Delivery Date/Time: **October 1, 2010, 12:00 PM**  
Class: **Express Mail®**  
Service(s): **Return Receipt**  
Status: **Delivered**

Your item was delivered at 7:10 am on October 04, 2010 in ALBUQUERQUE, NM 87103. The item was signed for by L ENGLISH.

Detailed Results:

- **Delivered, October 04, 2010, 7:10 am, ALBUQUERQUE, NM 87103**
- **Notice Left, October 01, 2010, 11:31 am, ALBUQUERQUE, NM 87103**
- **Arrival at Post Office, October 01, 2010, 11:30 am, ALBUQUERQUE, NM 87102**
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- **Processed through Sort Facility, September 30, 2010, 4:57 pm, BATON ROUGE, LA 70826**
- **Acceptance, September 30, 2010, 9:38 am, BATON ROUGE, LA 70810**

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